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**DoD Base Closure and Realignment
Report to the Commission**



**DEPARTMENT OF THE AIR FORCE
ANALYSES AND RECOMMENDATIONS**

(Volume V)

February 1995

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SECRETARY OF THE AIR FORCE
WASHINGTON

23 FEB 1996

MEMORANDUM FOR SECRETARY OF DEFENSE

FROM: SECRETARY OF THE AIR FORCE, SHEILA E. WIDNALL

Prepared by: Mr. James F. Boatright, SAF/MII, x53592

SUBJECT: Air Force 1995 Base Closure and Realignment Recommendations

Attached please find my recommendations for installations to be closed or realigned under the 1995 BRAC process. As required by Section 2903(c)(5) of the Defense Base Closure and Realignment Act of 1990, I certify that the information contained in the Air Force Detailed Analysis and the supporting data are accurate and complete to the best of my knowledge and belief. I look forward to working closely with you as our recommendations proceed through the BRAC process.

CRAIG HALL

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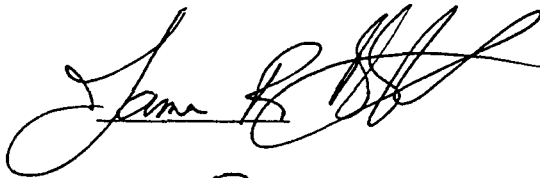
Certification

The Base Closure Executive Group (BCEG) was chartered by the Secretary of the Air Force (SECAF) to advise and assist her in selecting bases to be recommended for closure or realignment under the Defense Base Closure and Realignment Act of 1990. The BCEG oversaw the process of collecting, verifying, and analyzing data for use by SECAF. In doing so, it ensured that the Air Force Internal Control Plan was adhered to at all levels, and that SECAF's guidance was properly carried out.

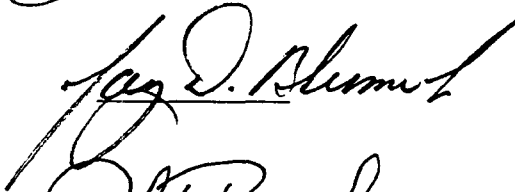
Accordingly, each of the undersigned members certifies that all information contained in the Air Force Detailed Analysis and all supporting data submitted herewith is accurate and complete to the best of his knowledge and belief:

NAME:

Mr James F. Boatright
Co-Chairman



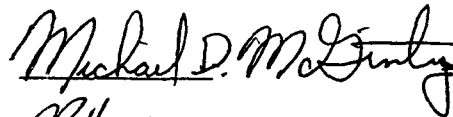
Maj Gen Jay D. Blume, Jr
Co-Chairman



Mr John W. Beach



Maj Gen Michael D. McGinty



Maj Gen Charles R. Heflebower



Mr Fred W. Kuhn



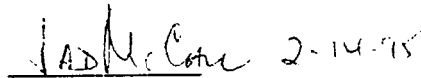
Mr Ronald L. Orr



Dr Robert D. Wolff



Mr Thomas W. L. McCall, Jr



TAD McCall 2-14-95

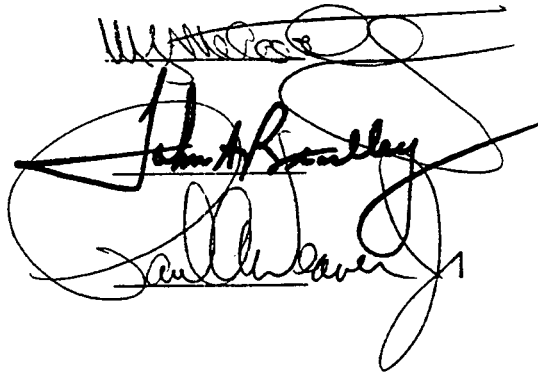
Mr Blaise J. Durante



Brig Gen Michael J. McCarthy



Brig Gen John A. Bradley



Brig Gen Paul A. Weaver, Jr

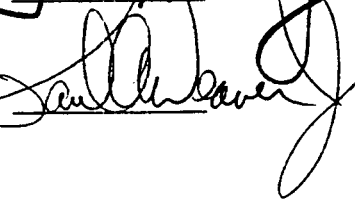


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Executive Summary

Twenty-six Air Force installations have been previously designated for closure or partial closure and subsequent conversion to civilian use as a result of the recommendations of the 1988 Defense Secretary's Commission on Base Realignment and Closure and the 1991 and 1993 Defense Base Closure and Realignment Commissions.

In accordance with the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510), as amended, the Secretary of the Air Force has recommended bases for closure or realignment. The Secretary of the Air Force formed the Base Closure Executive Group with the primary objectives of evaluating bases and ensuring that the Air Force process for selecting bases in the United States for closure or realignment was conducted in accordance with the law. The members of the Executive Group included six general officers and seven comparable level (Senior Executive Service) civilians. A Base Closure Working Group was also formed to support the Executive Group. The Working Group consisted of senior technical experts from the Air Staff and Secretariat. The Secretary of the Air Force approved a base closure Internal Control Plan to provide structure and guidance for all participants in the process.

Using the approved DoD selection criteria, the Executive Group reviewed and considered all Air Force installations in the United States and its territories which had at least 300 direct-hire DoD civilian manpower positions authorized. The bases were categorized for analysis primarily according to their predominant mission. Some 250 subelements were identified under the eight DoD selection criteria.

Extensive data was gathered to facilitate the review and support the evaluation of each base under each criterion. All data was evaluated and certified in accordance with the Air Force Internal Control Plan. As an additional control measure, the Air Force Audit Agency was tasked to review the Air Force process and procedures for consistency with the law and DoD policy and to ensure the data collection and validation processes were adequate.

An extensive capacity review was performed which supported an initial analysis of programmed force structure and basing requirements. This maximum potential capacity was used in conjunction with the approved DoD Force Structure Plan in determining base structure requirements. Finally, the capacity analysis was used to identify cost effective opportunities for the beddown of activities and aircraft dislocated from recommended closure and realignment bases, taking into account a number of operational and environmental issues, including the possible reconstitution of all remaining overseas force structure assets.

Bases deemed militarily/geographically unique or mission essential were excluded by the SECAF from further review for closure or realignment. Categories and subcategories of the bases which were determined to have insufficient excess capacity to permit a base to close were also excluded by the SECAF from further study. The excluded bases remained

eligible as receivers. All remaining active component bases were examined individually on the basis of the eight selection criteria. Reserve Component bases were analyzed separately.

Results of analysis and recommendations were presented by the Executive Group to the Secretary of the Air Force and the Air Force Chief of Staff. The Secretary of the Air Force in consultation with the Chief of Staff of the Air Force and with the advice of the Executive Group, selected the bases for recommendation to the Secretary of Defense. The Air Force recommendations for 1995 are:

Base/Activity Closures

AFEWES, TX
Brooks AFB, TX
Moffett Federal Airfield AGS, CA
Ontario IAP AGS, CA
Reese AFB, TX
Roslyn AGS, NY
Springfield-Beckley MAP AGS, OH

Bergstrom ARB, TX
Greater Pittsburgh IAP ARS, PA
North Highlands AGS, CA
REDCAP, NY
Rome Laboratory, NY

Realignments

Air Logistics Centers
Grand Forks AFB, ND
Malmstrom AFB, MT
UTTR, Hill AFB, UT

EMTE, Eglin AFB, FL
Kirtland AFB, NM
Onizuka AS, CA

Redirects

Griffiss AFB, NY (Fort Drum airfield support)
Homestead AFB, FL (301st Rescue Squadron)
Lowry AFB, CO (1001st SSS)
Williams AFB, AZ (Armstrong Lab)

Griffiss AFB, NY (485 EIG)
Homestead AFB (726th ACS)
MacDill AFB, FL (Airfield Ops)

The above closures and realignments lead to annual savings of \$363 million. For these savings to be realized, the Air Force forecasts a DoD Base Closure Account funding requirement of approximately \$1047 million over six years. This Base Closure Account

funding requirement does not include projected environmental cleanup costs. Additional funding is required for cleanup programs. The redirects are required due to force structure and base structure changes, and to achieve more cost effective opportunities.



Chapter 1

Introduction/Background

Purpose

The purpose of this document is to forward to the Secretary of Defense the recommendations of the Secretary of the Air Force.

Background

The demise of the Soviet Union, the victory of the United States and its coalition allies over Iraqi aggression, and the success of integrating the leading democracies into a US-led system of collective security have changed our fundamental strategic position and choices. The new regional defense strategy sets a course that will ensure our ability to deal with potential threats and shape the environment in ways favorable to our national interests and security.

The world has dramatically changed and our national military strategy has concurrently evolved to meet regional threats around the world. We must, however, continue to deter and defend against strategic nuclear attacks and retain the potential to defeat a global threat, should one emerge.

The capability to respond rapidly to regional crises and contingencies, such as Iraq, the Balkans, Somalia, and Haiti, is one of the key demands of our national strategy. Achieving and maintaining preeminence in the air and in space are critical to our continued success as a global leader. Our ability to project power has strategic value beyond crisis response. It is a day-in and day-out contributor to deterrence, regional stability, and collective security.

Retention of an affordable base structure which supports our national strategy must be the preeminent goal of any base closure process. The recommendations in this report represent the fourth installment in shaping the Air Force's basing structure consistent with the changes in the national strategy. In previous BRAC rounds, the Air Force has recommended the closure or realignment of 26 major installations. Of those, 18 have already been accomplished, with another five scheduled to occur by the end of September 1995. The Air Force has been active in assisting communities with the reuse and redevelopment of the property associated with those installations. Almost a quarter of the acreage has been transferred to local redevelopment authorities for commercial use and more than 5500 people are employed in newly-created jobs.

Global Missions

The Air Force emerged from World War II a fighting force with a global capacity to meet America's national security needs. In the words of General of the Air Force Hap Arnold, the United States Air Force had a Global Mission. Today, the Air Force has Global Missions, providing Global Reach-Global Power-Global Awareness to America's Warfighting Commanders. This combination will help ensure operational freedom on the ground, at-sea, and in air and space. Air Combat Command blends firepower and theater airlift into one command. Providing forces tailored for the theater air campaign is the foremost challenge for Air Force power projection. Initiatives like the Composite Wing, where different aircraft are combined in one wing to train together in peacetime and prepare to fight the way they would in war, provide a theater commander with responsive, effective firepower.

Air Mobility Command combines much of our mobility and refueling assets on the same team and provides the sinew of global reach. Mobility forces preserve a tremendous asset: the ability to operate from the CONUS and to move rapidly to any spot on the globe, whether building an air bridge for ground forces or speeding support for air forces already on the scene. Fighter forces paired with precision weapons are a formidable combination that our mobility fleet can deploy worldwide. Integrating airlift and tankers enhances mobility, reach, and combat power across the breadth of America's armed forces. The uniquely American capabilities to airlift anything, anywhere, and to extend the range of our firepower are the foundation of global reach and power. Air Mobility Command provides the countries "Global Reach" through the core elements of airlift wings and air refueling wings. The rapid deployment and employment of decisive combat power is the key to victory in wartime, and timely response to a whole range of Military Operations Other Than War is the standard during peacetime. Integrating airlifter and tanker aircraft into a single Air Mobility Wing enhances mission readiness, planning, and coordination in a rapidly changing global environment including: humanitarian and disaster relief efforts, peace making and peace keeping operations, and non-mobilized to fully-mobilized contingencies.

Air Force Materiel Command acquires and sustains superior systems in partnership with customers and suppliers. At depots, product and test centers, and laboratories, Air Force Materiel Command performs continuous product and process improvement through integrated management of research, development, test, acquisition and support. As an integral part of the Air Force War Fighting Team, Air Force Materiel Command contributes to affordable combat superiority, readiness and sustainability.

Air Force Space Command provides the capability that enables our warfighting commanders to control, manage, and assess military operations; and, it provides the conduit for national decision makers to obtain critical, time-sensitive information to craft their responses to national security needs. In short, Air Force Space Command provides global awareness. Space forces help guarantee command and control, intelligence, reconnaissance, surveillance, and navigation and positioning support is available to all forces. Space forces provide a key link between fielded forces, theater battle staffs, and national leaders. The

unique capabilities Air Force space forces provide our nation make them an equally vital component of the Global Reach-Global Power-Global Awareness team.

The dramatic changes in personnel and budget levels over the last decade have correspondingly enhanced the importance of our Air Reserve Components. Both the Air Force Reserve and National Guard provide critical components to accomplish the missions of each major command discussed above. In addition, they provide an important presence in communities across the United States, reminding all citizens of our day-to-day actions across the world. The citizen-soldier concept is nowhere more evident than in the Air Force guardsman or reservist.

Applicable Specific Legislation

The Air Force developed all of its recommendations in compliance with the Defense Base Closure and Realignment Act of 1990 (DBCRA/90 or Public Law 101-510), as amended.

Air Force Basing Concept

The Air Force base structure is intended to support Air Force operations, logistics, education, training, research, development, test, and acquisition.

Force structure reductions, driven by dynamic changes in the international security area, create new challenges for Air Force leaders and all mission elements, as they do for the other Services. To meet these challenges and provide the greatest probability for success, weapon systems and like-mission assets should be consolidated where possible to optimize effective combat capability and increase efficiency.

The array of domestic bases is determined by a variety of factors such as survivability, dispersion, proximity and unencroached access to training airspace and ranges, extent of ground encroachment, suitable weather, and adequate base infrastructure. Additionally, the Air Force must look to the future long-term military value and flexibility of its installations. As the Air Force is compelled to adjust its base structure, it must ensure that the potential for limitations on military value from elements such as ground and airspace encroachment, air quality restrictions, and airspace congestion are minimized at our remaining bases. Likewise, locations or regions with potential for future airspace/range expansion must be emphasized.

In determining base structure, the Air Force focused on future concepts: continuing close air support and mobility interoperability with the Army and the development of a modernized Global Reach-Global Power-Global Awareness concentration of fire power, mobility, and information dominance. With regard to close air support interoperability, the Air Force will continue to base close air support force structure on Air Force bases near major Army installations. This will provide daily interoperability with Army units at the division level and below, and enhance the development of improved interoperability and fire power

support. With the focus of the Air Force mission changing from a global war to regional contingencies, mobility requirements have evolved rapidly. To meet this new mission and new mobility requirements, Air Mobility Command was formed to help integrate the air refueling and airlift missions.

Air Force bases are strategically positioned to support multiple missions from SIOP support to essential resupply. Those that remain in the Air Force basing structure will support the programmed force structure effectively and efficiently. This base structure will retain the flexibility to absorb overseas force structure, provide surge capability, and accommodate changes in the strategic threat. Obviously, as conditions change further, the Air Force will continue to seek ways to operate and train more effectively and efficiently.

The Air Force recommendations also reflect sound fiscal judgment. While the savings gained from closing bases are substantial, the investment associated with those closures, and the impact on current budget priorities, must also be and were considered. These recommendations represent a balance of costs and savings resulting in a sound return on investment for the Air Force's future.

NOTE: As part of the 1995 Base Closure and Realignment process, active and Air Reserve Component units are likely to be inactivated. In some cases a unit's heraldry (numerical designation and unit flag) may have a sufficiently high value to warrant retention of the unit's heraldry regardless of the inactivation of the unit's structure. In such cases, the Air Force might assign the heraldry to another unit, without changing the substance of the action recommended. For example, if the recommendation were to "transfer the 699th Wing to Anywhere Air Force Base," the aircraft, personnel, equipment, etc., would indeed go to Anywhere AFB, but the unit might be redesignated the "9th Wing."

Chapter 2

Service Projected Force Structure Plan

The complete FY96-01 classified Air Force DoD Force Structure Plan is located in the classified appendix (Appendix 12).



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Chapter 3

The Air Force Process for Selecting Bases

Selecting Air Force bases to recommend for closure or realignment was an extremely difficult task because of the quality of our installations. Our installations are appropriately located for their missions and possess required facilities. Most of our bases have received substantial amounts of construction or renovation during the last decade as the Air Force continued to improve the support for Air Force operations and training and to maintain the quality of life for our uniformed members, civilian employees, and family members. Moreover, the level of community approval and cooperation we enjoy is excellent at all our bases.

The Air Force 1995 selection process shares the fundamental approach used in the 1991 and 1993 processes. The basis for selection of closure and realignment recommendations was the DoD Force Structure Plan approved in January 1995 by the Deputy Secretary of Defense, and the eight selection criteria approved by the Secretary of Defense on February 15, 1991, submitted to Congress, and reaffirmed for use in BRAC 95 by the Deputy Secretary of Defense on November 2, 1994.

The Secretary of the Air Force appointed a Base Closure Executive Group of six general officers and seven comparable (Senior Executive Service) civilians. Areas of expertise included environment; facilities and construction; finance; law; logistics; programs; operations; personnel and training; reserve components; and research, development and acquisition. The group met regularly from July 1994 to January 1995. Additionally, an Air Staff level Base Closure Working Group was also formed to provide staff support and additional detailed expertise for the Executive Group. Plans and Programs General Officers from the Major Commands met on several occasions with the Executive Group to provide mission specific expertise and greater base-level information. Also, potential sister-service impacts were coordinated by a special inter-service working group.

The Executive Group developed a Base Closure Internal Control Plan which was approved by the Secretary of the Air Force. This plan provides structure and guidance for all participants in the base closure process, including procedures for data gathering and certification.

The Executive Group reviewed all Active and Air Reserve Component (ARC) installations in the United States which met or exceeded the Section 2687, Title 10 U.S.C. threshold of 300 direct-hire civilians authorized to be employed. Data on all applicable bases were collected via a comprehensive and detailed questionnaire answered at base

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level with validation by the Major Commands and Air Staff. All data was evaluated and certified in accordance with the Air Force Internal Control Plan. As an additional control measure, the Air Force Audit Agency was tasked to continuously review the Air Force process for consistency with the law and DoD policy and to ensure that the data collection and validation process was adequate. A baseline capacity analysis was also performed which evaluated the physical capability of a base to accommodate additional force structure and other activities (excess capacity) beyond that programmed to be stationed at the base. This baseline capacity analysis represented the maximum potential base closures that could be achieved within each category.

The Executive Group occasionally questioned the data and where appropriate the information was revised or more detailed data was provided. Data determined to be inaccurate was corrected. All data used in the preparation and submission of information and recommendations concerning the closure or realignment of military installations was certified as to its accuracy and completeness by appropriate officials at base, MAJCOM, and headquarters level. In addition, the Executive Group and the Secretary of the Air Force certified that all information contained in the Air Force Detailed Analysis and all supporting data were accurate and complete to the best of their knowledge and belief.

The Executive Group placed all bases in categories, based on the installation's predominant mission. The results of the excess capacity analysis were used in conjunction with the approved DoD Force Structure Plan in determining base structure requirements. After the baseline capacity analysis was established, other factors were considered to determine actual capabilities for base reductions. The capacity analysis was also used to identify potential cost effective opportunities for the beddown of activities and aircraft dislocated from bases recommended for closure or realignment.

Bases deemed militarily or geographically unique or mission-essential were approved by the SECAF for exclusion from further closure consideration. Capacity was analyzed by category, based on a study of current base capacity and the future requirements imposed by the JCS Force Structure Plan. Categories and subcategories having insufficient excess capacity to allow the closure of any installation were recommended to and approved by the Secretary of the Air Force for exclusion from further study. These category and subcategory exclusions were: Administrative Support, Education and Training, and Space Support.

All non-excluded Active Component bases in the remaining categories were individually examined on the basis of all eight selection criteria, with over 250 subelements to the grading criteria. These subelements were developed by the Air Force to provide specific data points for each criterion. The Air Force analysis, accomplished by the Executive Group, is described in Chapter 4.

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Under Deputy Secretary of Defense direction, the Executive Group and the Secretary of the Air Force considered and analyzed the results of the efforts of Joint Cross-Service Groups in the areas of Depot Maintenance, Laboratories, Test and Evaluation, Undergraduate Pilot Training, and Military Treatment Facilities including Graduate Medical Education. The Joint Cross-Service Groups established data elements, measures of merit, and methods of analysis for their functional areas. The Services collected data as requested by the Joint Groups, following each Service's individual Internal Control Plan for the collection of data. After receiving data provided by each of the Services, the Joint Groups developed functional values and alternatives for the activities under their consideration. These alternatives were reported to the Military Departments for consideration in their processes. In turn the Military Departments responded with comments and cost analyses of the alternatives, and engaged in a dialogue with the Joint Groups regarding potential closure and realignment actions, consistent with the internal analytical processes of each Military Department.

The Air Reserve Component (ARC) category, comprised of Air National Guard (ANG) and Air Force Reserve (AFRES) bases, warrants further explanation. First, these bases do not readily compete against each other as ARC units enjoy a special relationship with their respective states and local communities. Under federal law, relocating Guard units across state boundaries is not a practical alternative. In addition, special consideration must be given to the recruiting needs of these units. However, realignment of ARC units onto active duty, civilian, or other ARC installations could prove cost effective. Therefore, the ARC category was examined for cost effective relocations to other bases.

Information, base groupings, excess capacity, and options resulting from the Executive Group analysis were presented to the SECAF and the CSAF by the Executive Group. Based on the force structure plan and the eight selection criteria, with consideration given to excess capacity, efficiencies in base utilization, and concepts of force structure organization and basing, the Secretary of the Air Force, in consultation with the Air Force Chief of Staff, and using the analysis of the Executive Group, selected the bases recommended for closure and realignment.

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Category Descriptions

Operations

The primary purpose of bases in this category is to support operational missions based on predominant use and mission suitability. This category is divided into three subcategories - Missiles, Large Aircraft and Small Aircraft.

Missiles: Bases with missile fields

Francis E. Warren AFB, Wyoming
Minot AFB, North Dakota*

Grand Forks AFB, North Dakota*
Malmstrom AFB, Montana*

*Also considered under Large Aircraft subcategory

Large Aircraft: Bases with large aircraft units and potential to beddown small aircraft units

Altus AFB, Oklahoma
Andrews AFB, Maryland
Beale AFB, California
Dover AFB, Delaware
Ellsworth AFB, South Dakota
Grand Forks AFB, North Dakota*
Little Rock AFB, Arkansas
McChord AFB, Washington
McGuire AFB, New Jersey
Offutt AFB, Nebraska
Travis AFB, California

Andersen AFB, Guam
Barksdale AFB, Louisiana
Charleston AFB, South Carolina
Dyess AFB, Texas
Fairchild AFB, Washington
Hickam AFB, Hawaii
Malmstrom AFB, Montana*
McConnell AFB, Kansas
Minot AFB, North Dakota*
Scott AFB, Illinois
Whiteman AFB, Missouri

*Also considered under Missile subcategory

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Small Aircraft: Bases with fighter type aircraft units; some have potential for a few large aircraft

Cannon AFB, New Mexico	Davis-Monthan AFB, Arizona
Eielson AFB, Alaska	Elmendorf AFB, Alaska
Holloman AFB, New Mexico	Hurlburt Field, Florida
Langley AFB, Virginia	Luke AFB, Arizona
Moody AFB, Georgia	Mt Home AFB, Idaho
Nellis AFB, Nevada	Pope AFB, North Carolina
Seymour Johnson AFB, North Carolina	Shaw AFB, South Carolina
Tyndall AFB, Florida	

Undergraduate Flying Training

The primary purpose of installations in this category is to support undergraduate pilot and navigator training as well as instructor pilot training. The installations, airspace, and facilities are optimized for training pilots and navigators.

Columbus AFB, Mississippi	Laughlin AFB, Texas
Randolph AFB, Texas	Reese AFB, Texas
Vance AFB, Oklahoma	

Industrial/Technical Support

The primary purpose of installations in this category is to provide highly technical support for depot level maintenance, research, development, test and acquisition. This category is divided into three subcategories: Depots, Product Centers and Laboratories, and Test Facilities.

Depots

Hill AFB, Utah	Kelly AFB, Texas
McClellan AFB, California	Robins AFB, Georgia
Tinker AFB, Oklahoma	

Product Centers And Laboratories

Brooks AFB, Texas	Hanscom AFB, Massachusetts
Kirtland AFB, New Mexico	Los Angeles AFB, California
Rome Lab, New York	Wright-Patterson AFB, Ohio

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Arnold AS, Tennessee
Eglin AFB, Florida

Edwards AFB, California

Education and Training

The primary purpose of installations in this category is to support training activities. It is divided into the Technical Training and Education subcategories.

Technical Training

Goodfellow AFB, Texas
Lackland AFB, Texas

Keesler AFB, Mississippi
Sheppard AFB, Texas

Education

Maxwell AFB, Alabama

U.S. Air Force Academy, Colorado

Space

The primary purpose of installations in this category is to provide technical support for national space operations. This category is divided into Space Support and Satellite Control subcategories.

Space Support

Patrick AFB, Florida
Vandenberg AFB, California

Peterson AFB, Colorado

Satellite Control

Falcon AFB, Colorado

Onizuka AS, California

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UNCLASSIFIED**Other**

The primary purpose of installations in this category is to support administrative functions.

Administrative

Battle Creek Federal Center, Michigan
DFAS/ARPC, Colorado

Bolling AFB, Washington DC
MacDill AFB, Florida

Air Reserve Component

The primary purpose of installations in this category is to support Air National Guard and Air Force Reserve operations.

Air National Guard

Boise Air Terminal AGS, Idaho
Ft Drum Support Airfield, Rome, New York
Lambert Field IAP AGS, Missouri
Otis AGB, Massachusetts
Rickenbacker AGS, Ohio
Selfridge AGB, Michigan **
Tucson IAP AGS, Arizona

Buckley AGB, Colorado
Greater Pittsburgh IAP AGS, PA
Martin State APT AGS, Maryland
Portland IAP AGS, Oregon **
Salt Lake City IAP AGS, Utah
Stewart IAP AGS, New York

Air Force Reserve

Bergstrom ARB, Texas
Dobbins ARB, Georgia*
Greater Pittsburgh IAP, ARS, PA
Homestead ARB, Florida
Minn/St Paul IAP, ARS, Minnesota*
O'Hare IAP, ARS, Illinois*
NAS Willow Grove ARS, PA*

Carswell ARS, NAS Ft Worth, Texas
Gen Mitchell IAP ARS, Michigan *
Grissom ARB, Indiana
March ARB, California*
Niagara Falls IAP, ARS, New York *
Westover ARB, Massachusetts
Youngstown MPT, ARS, Ohio

*Air Reserve host with ANG Tenant

**ANG host with Air Reserve Tenant

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Exclusions of Geographically/Militarily Unique or Mission Essential Bases

- ✓ Andersen AFB, Guam: Essential staging base for Combat Forces and Military Operations in the Pacific. Its geographic location provides an irreplaceable resource for overseas contingencies
- ✓ Andrews AFB, Maryland: Necessary base for Presidential/Congressional airlift support. The presence of an installation capable of airlift operations near the nation's capital is essential to this mission
- ? Arnold AS, Tennessee: One-of-a-kind Joint Service Center for wind tunnel and engine testing. Possesses unique and costly equipment, servicing all of DoD
- ✓ Edwards AFB, California: Supports an irreplaceable, extensive/specialized testing center and range complex. Natural features as well as facilities to support space shuttle operations are unique resources
- ✓ Eielson AFB, Alaska: Crucial to reinforcement of the Pacific and to the defense of Alaska; location is critical for ready access to irreplaceable specialized ranges and airspace
- ✓ Elmendorf AFB, Alaska: Necessary Port of Entry into United States; crucial to reinforcement of Pacific; provides GSU support to 21 remote sites including 18 long range radar sites crucial to the defense of the US, ready access to specialized ranges and airspace
- ✓ FE Warren AFB, Wyoming: Air Force's only "Peacekeeper" missile base; DoD Force Structure Plan reflects a requirement for Peacekeeper missiles through the period under which BRAC 95 actions must be taken; START treaty implications

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Hickam AFB, Hawaii:	Necessary Port of Entry into the western US: crucial to reinforcement of Pacific; key to support of USCINCPAC
Maxwell AFB, Alabama:	Unique educational complex supports the Air University, Air War College, Air Command and Staff College, Squadron Officer School, Officer Training School, Senior NCO Academy and numerous other training and education programs
McChord AFB, Washington:	Located with Fort Lewis, the primary deployment base for the US I Corps that provides support for rapid deployment of troops to the Pacific theater
✓ Nellis AFB, Nevada:	Supports an irreplaceable, extensive/specialized range complex and the Air Force Weapons Center. Range and airspace resources are vital to Air Force operations and training
✓ Patrick AFB, Florida:	Critical support to Cape Canaveral (the nation's sole equatorial orbit space launch facility); home of Eastern Space and Missile Center
Pope AFB, North Carolina:	Collocated with Fort Bragg, this primary deployment base for the 18th Airborne Corps provides time critical deployment and essential joint training capability for the US Army's primary contingency corps
USAF Academy, Colorado:	Unique facilities support all aspects of cadet training, including academic, athletic, summer encampment, airfield operations, and survival
✓ Vandenberg AFB, California:	Nation's sole polar orbit space launch facility and home of Western Space and Missile Center

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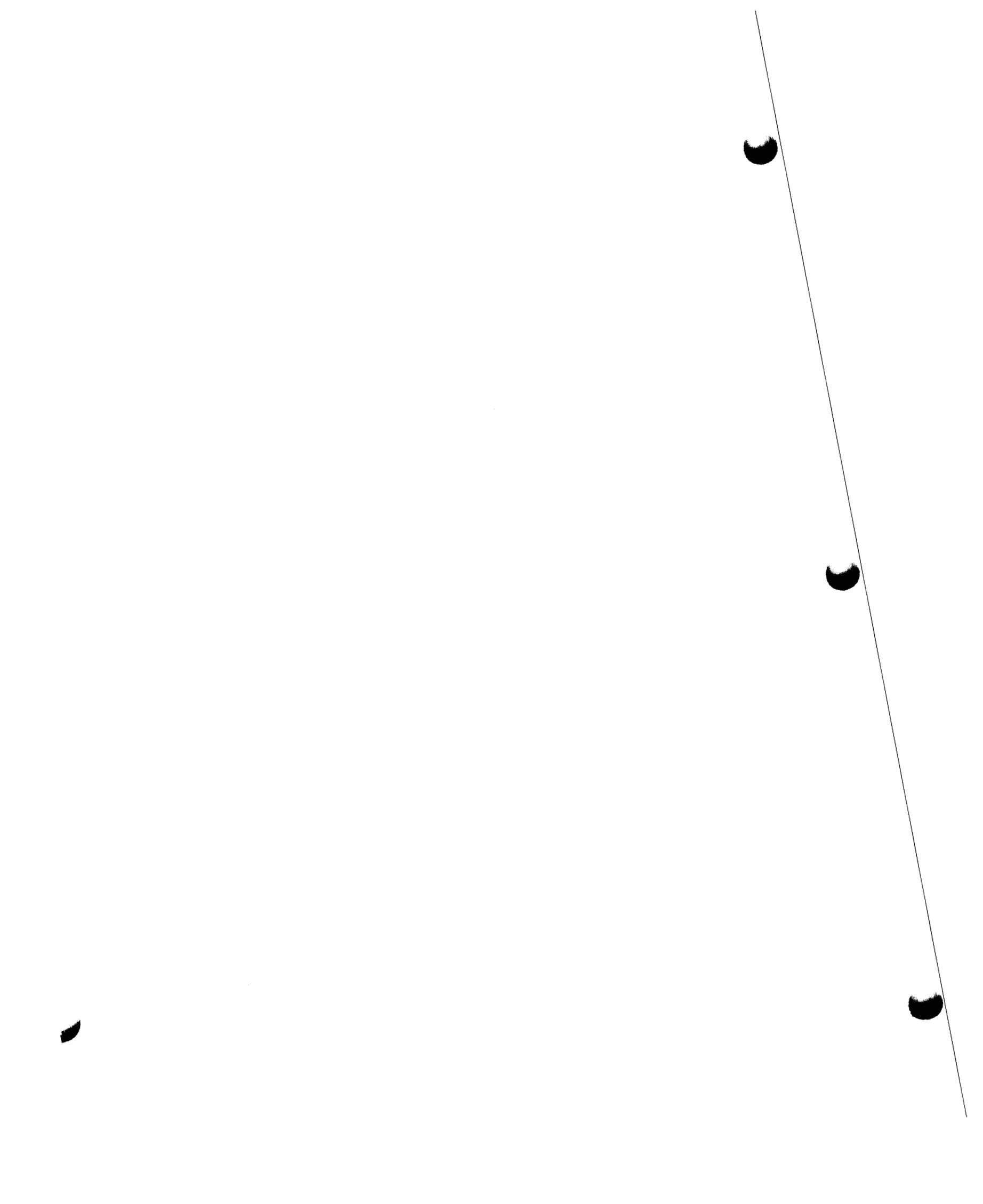
Category/Subcategory Exclusions

Administrative Support: There are four installations in this category: Battle Creek Federal Center, Michigan; Bolling AFB, Washington DC; DFAS/ARPC, Colorado; and MacDill AFB, Florida. After a thorough capacity analysis of the facilities in this category, it was determined that no excess capacity exists within the category.

Education and Training/Technical Category: There are four bases in this subcategory: Goodfellow AFB, Texas; Keesler AFB, Mississippi; Lackland AFB, Texas; and Sheppard AFB, Texas. Two other Technical Training Center bases were selected for closure in 1988 and 1991. This resulted in 39 percent of technical training courses relocating to the remaining four bases. DoD's Force Structure Plan will require the Air Force to recruit and train approximately 100,000 personnel per year. This accession level will require approximately 80 percent of the remaining four bases' capacity with minimal peacetime surge capability. Closure of any one training center would reduce capacity to a level below that required to support programmed and contingent operations. Based on capacity analysis, there is no excess capacity in this subcategory.

Space Support: There are three bases in this subcategory: Patrick AFB, Florida; Vandenberg AFB, California; and Peterson AFB, Colorado. These installations provide logistical and administrative support for space functions in and around three locations. Patrick AFB provides critical support to both Cape Canaveral AS and Cape Kennedy Space Center (Nation's easterly space launch facility) and home of Eastern Space and Missile Center. Peterson AFB provides operating support for all space activities located in the Colorado Springs area to include support for two major headquarters involved in space operations. Vandenberg AFB is the sole polar orbit space launch facility and home of the Western Space and Missile Center. Since each base is critical to a different geographic location of space-related missions, there is no excess capacity in this subcategory.

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Chapter 4

Description of Analyses

Bases were analyzed on the basis of all eight selection criteria. For each criterion, a number of subelements were developed. All bases were evaluated under common subelements for Criteria II-VIII. Under Criterion I, individual subelements were developed to assist in the evaluation of each mission type. For example, some subelements measuring capability to support tanker operations have little relevance to support bases. While subelements measuring the quality of nearby ranges are important in comparing small aircraft flying bases and of some value to large aircraft bases, they are not relevant to most support bases. Functional experts from the Base Closure Executive Group (BCEG), Air Staff, and MAJCOMs contributed to the development of these mission-unique subelements. These subelements were refined during the BCEG deliberation period.

Installations in a category considered by a Department of Defense Joint-Cross Service Group (Depots, Product Centers and Laboratories, Test and Evaluation, and Undergraduate Flying Training) were further analyzed in a manner designed to be compatible with the efforts of the JCSG. The details of the analysis method created for each of these subcategories is provided in the subcategories section of the report.

The members employed a color-coded rating scale to assist in evaluating each base for every subelement under Criteria I-III, VII, and VIII. A "Green" rating meant more desirable for retention, "Red" meant least desirable, "Yellow" meant in between. For most subelements, the BCEG established grading filters, or goalposts, for the establishment of the color grades. These goalposts were either based on numerical values or established by expert judgment applied to a set of data. A subelement could be composed of various sub-subelements, which could themselves be composed of lower-level subelements. The color grade for each subelement was a result of aggregating, or "rolling up," the lower-level subelement colors.

In past rounds, this rollup has been done based on BCEG judgment of how the lower level grades should result in higher level grades. For the 1995 process, as a result of audit comments, the Air Force adopted a mathematical approach to rolling up grades. To judge the relative importance of the lower level measures, a weight was applied to each subelement. Normally, the weights are expressed as decimals representing a percentage, and all weights within a level add to 100. The weights represent the relative importance of each subelement as compared to the other subelements within that level of the analysis. The BCEG carefully analyzed the subelement weights and agreed on the appropriate values.

To obtain a rollup of the color grades, the colors are assigned a numerical value, shown below:

Green	1.00
Green Minus	0.67
Yellow Plus	0.33
Yellow	0.00
Yellow Minus	-0.33
Red Plus	-0.67
Red	-1.00

The rollup is accomplished by multiplying the numerical value of a subelement's color grade by its weight, adding the resulting products from all subelements, and dividing by the sum of the weights. The higher level subelement is then given the color grade closest to the resulting number. The following example illustrates the method:

	Subelement 1	Subelement 2	Subelement 3
Grade	G	Y-	Y+
Weight	40	20	40

$$(1*40)+(-.33*20)+(.33*40) = 46.6/100 = .466$$

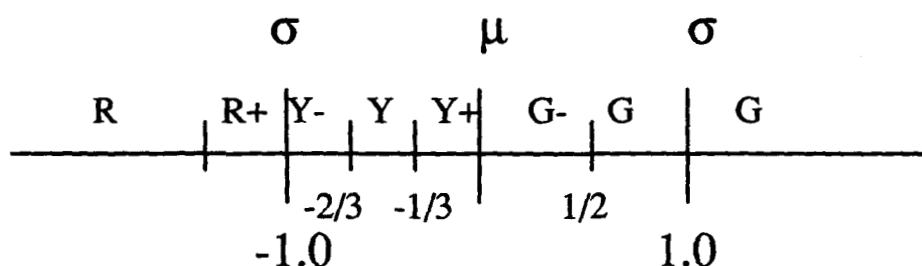
Closest Color = .33 = Yellow Plus

In the example, the three Subelements would rollup into an overall Yellow Plus grade for the higher level subelement.

The mathematical rollup method was used up to the criterion level. The criterion grades were not rolled together into an overall rating for the installation. Instead, the BCEG used their judgment to evaluate the overall value of an installation, based on the eight selection criteria.

For some subelements, color grades were assigned based on a base's capability relative to other bases' capabilities, rather than by applying an objective measure. In those cases, a standard deviation method was used to determine what color a given score received. These colors then represented that base's grade for the relevant element under consideration. In summary, a score at the mean (μ) or above was given a Green grade, while those scores below the mean were given a Yellow or Red. The following shows the detailed assignment of grades:

From 1/2 standard deviation (σ) above the mean and higher:	Green
From μ to 1/2 σ above the mean:	Green Minus
From 1/3 σ below μ to μ :	Yellow Plus
From 2/3 σ below μ to 1/3 σ below μ :	Yellow
From 1 σ below μ to 2/3 σ below μ :	Yellow Minus
From 1 and 1/2 σ below μ to 1 σ below μ :	Red Plus
Below 1 and 1/2 σ below μ :	Red



Numbers were used for criteria IV and V, which were computed using the DoD COBRA cost model. Criterion IV includes the one-time costs of the action, and a 20-year net present value of the action (a negative number represents savings and the larger the negative number the greater the savings). Criterion V is the number of years for the costs to be repaid by savings, or return on investment period. The BCEG approved the COBRA products that comprised Criteria IV and V. The BCEG used a level-playing field COBRA analysis in its initial analysis, from which the tiering of bases was produced. A level-playing field COBRA analysis is accomplished for each base in a category being analyzed. The analysis assumes that only one base is closed and all units move to assumed gaining locations. The assumed gaining locations are selected based on preliminary capacity analysis and force structure alignments, but do not reflect consideration of operational constraints, environmental factors, and other potential moves. Those factors are considered prior to final closure or realignment recommendations, when a focused analysis is performed.

Criterion VI, the economic impact on communities, was analyzed under the direction of the Department of Defense Joint Cross-Service Group for Economic Impact. The Military Departments provided data which was compiled using the Joint Group's method, and presented to the BCEG for each contemplated closure or realignment action. In addition, the BCEG evaluated the effects of any multiple actions being considered by the Air Force within a metropolitan statistical area. DoD-wide actions affecting particular economic areas are evaluated by the DoD BRAC considerations. Criterion VI is presented as two numbers, which represent total job loss, direct and indirect, and job loss as a percentage of statistical or economic area population.

The bases in the operations subcategories of the flying category were subdivided into Large, Small and Missile bases. Large Aircraft bases beddown bomber, tanker or transport aircraft units and may have the potential to beddown small aircraft type units. Small Aircraft bases beddown fighter type aircraft units, may have the potential to accommodate some large aircraft. Missile bases in most cases are dual mission bases and include large aircraft flying operations.

After a grade or value was determined for each criterion, the BCEG reviewed the grades for all non-excluded bases in each category or subcategory. The BCEG members then discussed the various attributes of the bases, as well as the relative importance of each criterion to that type of base. Following this review and discussion, the BCEG placed each base into one of three tiers. This initial tiering process was based on a level playing field COBRA analysis and assumed a single total closure only. There is no ranking of bases within a tier. This tiering provides an initial input for the SECAF's consideration in her decision process.

Missile bases were first evaluated for their suitability to support missile operations and were assigned color grades for that capability. These bases all supported large aircraft operations, so they were then grouped with the remaining large aircraft bases and evaluated overall against large aircraft characteristics (Appendix 3). No tiering of missile bases was accomplished on missile capabilities alone; however, this additional Criterion I dimension was considered during the Large Aircraft subcategory tiering. The evaluation of missile bases is classified, and may be found in Appendix 12, the classified appendix.

The large aircraft bases were evaluated in terms of their capability to support a bomber, airlift, and tanker mission. The base's current primary mission was given 70 percent weighting against 15 percent for the other two missions. As mentioned above, where a large aircraft base included a missile capability, that missile capability was included in consideration of the tiering of all large aircraft bases.

Small aircraft bases were evaluated in terms of their capability to support a fighter mission and 100 percent of the weighting was given to that mission. The small aircraft bases were rated and arrayed in three groups, from most to least desirable for fighter missions (Appendix 4).

The BCEG compared all above-threshold AFRES C-130 bases. The BCEG did not compare other ANG or AFRES bases within subcategories, but reviewed them individually for potential cost effective closures or realignments (Appendices 6 and 7).

In addition to collection of data for the Joint Groups, the Military Departments were tasked to provide "military values" for the activities under consideration by the Joint Groups. Because the Air Force process did not produce such a "military value" for its installations, the Air Force provided the tiering of the installations in these categories. In addition, the Air

Force provided a functional value of the activities under consideration in the Joint Groups. In some cases, the activities considered by the Joint Groups did not correlate to the installations considered in the Air Force process. For example, some test and evaluation activities were located on Small Aircraft bases, and some activities were not accomplished on any installation. The submissions to the Joint Groups clarified the bases for the values reported.

Pursuant to OSD policy, the Air Force also analyzed alternatives suggested by the Joint Groups and participated in joint COBRA analyses. The description of the Joint Group alternatives and the Air Force analysis of those alternatives is included in the description of each specific category's analysis, found in the appendices to this report.

Chapter 3 Recommendations

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Chapter 5

Recommendations: Closures

AIR FORCE ELECTRONIC WARFARE EVALUATION SIMULATOR ACTIVITY, FORT WORTH, TEXAS

Recommendation: Disestablish the Air Force Electronic Warfare Evaluation Simulator (AFEWES) activity in Fort Worth. Essential AFEWES capabilities and the required test activities will relocate to the Air Force Flight Test Center (AFFTC), Edwards AFB, California. Workload and selected equipment from AFEWES will be transferred to AFFTC. AFEWES will be disestablished and any remaining equipment will be disposed of.

Justification: The Test and Evaluation Joint Cross-Service Group (JCSG) recommended that AFEWES's capabilities be relocated to an existing facility at an installation possessing a Major Range and Test Facility Base (MRTFB) open air range. Projected workload for AFEWES was only 28 percent of its available capacity. Available capacity at AFFTC is sufficient to absorb AFEWES's workload. AFEWES's basic hardware-in-the-loop infrastructure is duplicated at other Air Force Test and Evaluation facilities. This action achieves significant cost savings and workload consolidation.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$5.8 million. The net of all costs and savings during the implementation period is a cost of \$2.6 million. Annual recurring savings after implementation are \$0.8 million with a return on investment expected in seven years. The net present value of the costs and savings over 20 years is a savings of \$5.8 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 9 jobs (5 direct jobs and 4 indirect jobs) over the 1996-to-2001 period in the Fort Worth-Arlington, Texas Primary Statistical Area, which is 0.0 percent of the economic area's employment. This action will have minimal environmental impact.

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BERGSTROM AIR RESERVE BASE, TEXAS

Recommendation: Close Bergstrom ARB. The 924th Fighter Wing (AFRES) will inactivate. The Wing's F-16 aircraft will be redistributed or retire. Headquarters 10th Air Force (AFRES), will relocate to Naval Air Station Fort Worth, Joint Reserve Base, Texas.

Justification: Due to Air Force Reserve fighter force drawdown, the Air Force Reserve has an excess of F-16 fighter locations. The closure of Bergstrom ARB is the most cost effective option for the Air Force Reserve. The relocation of Headquarters 10th Air Force to NAS Fort Worth will also collocate the unit with one of its major subordinate units.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$13.3 million. The net of all costs and savings during the implementation period is a savings of \$93.4 million. Annual recurring savings after implementation are \$20.9 million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of \$291.4 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 954 jobs (585 direct jobs and 369 indirect jobs) over the 1996-to-2001 period in the Austin, Texas Metropolitan Statistical Area, which is 0.2 percent of the area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.2 percent of employment in the Austin, Texas Metropolitan Statistical Area. Review of demographic data projects no negative impact on recruiting. Environmental impact from this action is minimal and ongoing restoration of Bergstrom ARB will continue.

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BROOKS AIR FORCE BASE, TEXAS

Recommendation: Close Brooks AFB. The Human Systems Center, including the School of Aerospace Medicine and Armstrong Laboratory, will relocate to Wright-Patterson AFB, Ohio, however, some portion of the Manpower and Personnel function, and the Air Force Drug Test laboratory, may relocate to other locations. The 68th Intelligence Squadron will relocate to Kelly AFB, Texas. The Air Force Center for Environmental Excellence will relocate to Tyndall AFB, Florida. The 710th Intelligence Flight (AFRES) will relocate to Lackland AFB, Texas. The hyperbaric chamber operation, including associated personnel, will relocate to Lackland AFB, Texas. All activities and facilities at the base including family housing, the medical facility, commissary, and base exchange will close.

Justification: The Air Force has more laboratory capacity than necessary to support current and projected Air Force research requirements. When compared to the attributes desirable in laboratory activities, the Armstrong Lab and Human Systems Center operations at Brooks AFB contributed less to Air Force needs as measured by such areas as workload requirements, facilities, and personnel. As an installation, Brooks AFB ranked lower than the other bases in the Laboratory and Product Center subcategory.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$185.5 million. The net of all costs and savings during the implementation period is a cost of \$138.7 million. Annual recurring savings after implementation are \$27.4 million with a return on investment expected in seven years. The net present value of the costs and savings over 20 years is a savings of \$142.1 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 7,879 jobs (3,759 direct jobs and 4,120 indirect jobs) over the 1996-to-2001 period in the San Antonio, Texas Metropolitan Statistical Area, which is 1.1 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations, including the relocation of some Air Force activities into the San Antonio area, and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.9 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Brooks AFB will continue.

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GREATER PITTSBURGH IAP AIR RESERVE STATION, PENNSYLVANIA

Recommendation: Close Greater Pittsburgh IAP Air Reserve Station (ARS). The 911th Airlift Wing will inactivate and its C-130 aircraft will be distributed to Air Force Reserve C-130 units at Dobbins ARB, Georgia, and Peterson AFB, Colorado.

Justification: The Air Force Reserve has more C-130 operating locations than necessary to effectively support the Reserve C-130 aircraft in the Department of Defense (DoD) Force Structure Plan. Although Greater Pittsburgh ARS is effective at supporting its mission, its evaluation overall under the eight criteria supports its closure. Its operating costs are the greatest among Air Force Reserve C-130 operations at civilian airfields. In addition, its location near a number of AFRES and Air National Guard units provides opportunities for its personnel to transfer and continue their service without extended travel.

Return On Investment: The total estimated one-time cost to implement this recommendation is \$22.3 million. The net of all costs and savings during the implementation period is a savings of \$36.3 million. Annual recurring savings after implementation are \$13.1 million with a return on investment expected in two years. The net present value of the costs and savings over 20 years is a savings of \$161.1 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 631 jobs (387 direct jobs and 244 indirect jobs) over the 1996-to-2001 period in the Allegheny, Fayette, Washington, and Westmoreland, Pennsylvania, counties economic area, which is 0.1 percent of economic area employment. Review of demographic data projects no negative impact on recruiting. The cumulative economic impact of all BRAC 95 recommendations, including the relocation of some Air Force activities into the Allegheny, Fayette, Washington, and Westmoreland area, and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.1 percent of employment in the economic area. Environmental impact from this action is minimal, and restoration of the Greater Pittsburgh IAP ARS will continue.

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MOFFETT FEDERAL AIRFIELD AIR GUARD STATION, CALIFORNIA

Recommendation: Close Moffett Federal Airfield Air Guard Station. Relocate the 129th Rescue Group and associated aircraft to McClellan AFB, California.

Justification: At Moffett Federal Airfield, the 129th Rescue Group (RQG) provides manpower for the airfield's crash, fire and rescue, air traffic control, and security police services, and pays a portion of the total associated costs. The ANG also pays a share of other base operating support costs. These costs to the ANG have risen significantly since NAS Moffett realigned to Moffett Federal Airfield, and can be avoided if the unit is moved to an active duty airfield.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$15.2 million. The net of all costs and savings during the implementation period is a savings of \$4.4 million. Annual recurring savings after implementation are \$4.8 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of \$50.1 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 507 jobs (318 direct jobs and 189 indirect jobs) over the 1996-to-2001 period in the San Jose, California Primary Metropolitan Statistical Area, which is 0.1 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.5 percent of employment in the economic area. Review of demographic data projects no negative impact on recruiting. This action will have minimal environmental impact.

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NORTH HIGHLANDS AIR GUARD STATION, CALIFORNIA

Recommendation: Close North Highlands Air Guard Station (AGS) and relocate the 162nd Combat Communications Group (CCG) and the 149th Combat Communications Squadron (CCS) to McClellan AFB, California.

Justification: Relocation of the 162nd CCG and 149th CCS onto McClellan AFB will provide a more cost-effective basing arrangement than presently exists by avoiding some of the costs associated with maintaining the installation. Because of the very short distance from the unit's present location in North Highlands to McClellan AFB, most of the personnel will remain with the unit.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$1.3 million. The net of all costs and savings during the implementation period is a cost of \$0.5 million. Annual recurring savings after implementation are \$0.20 million with a return on investment expected in eight years. The net present value of the costs and savings over 20 years is a savings of \$1.5 million.

Impact: This recommendation will not result in a change in the employment in the Sacramento, California Primary Metropolitan Statistical Area because all affected jobs will remain in that economic area. Review of demographic data projects no negative impact on recruiting. This action will have minimal environmental impact.

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**ONTARIO INTERNATIONAL AIRPORT AIR GUARD STATION,
CALIFORNIA**

Recommendation: Close Ontario International Airport Air Guard Station (AGS) and relocate the 148th Combat Communications Squadron (CCS) and the 210th Weather Flight to March ARB, California.

Justification: Relocation of the 148th CCS and the 210th Weather Flight onto March ARB will provide a more cost-effective basing arrangement by avoiding some of the costs associated with maintaining the installation. Because of the short distance from the unit's present location on Ontario International Airport AGS, most of the personnel will remain with the unit.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$0.8 million. The net of all costs and savings during the implementation period is a cost of \$0.3 million. Annual recurring savings after implementation are \$0.1 million with a return on investment expected in eight years. The net present value of the costs and savings over 20 years is a savings of \$0.9 million.

Impact: This recommendation will not result in a change in the employment in the Riverside-San Bernardino, California Primary Metropolitan Statistical Area because all affected jobs will be remain in the economic area. Review of demographic data projects no negative impact on recruiting. Environmental impact from this action is minimal.

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**REAL-TIME DIGITALLY CONTROLLED ANALYZER PROCESSOR ACTIVITY,
BUFFALO, NEW YORK**

Recommendation: Disestablish the Real-Time Digitally Controlled Analyzer Processor activity (REDCAP) at Buffalo, New York. Required test activities and necessary support equipment will be relocated to the Air Force Flight Test Center (AFFTC) at Edwards AFB, California. Any remaining equipment will be disposed of.

Justification: The Test and Evaluation Joint Cross-Service Group (JCSG) recommended that REDCAP's capabilities be relocated to an existing facility at an installation with a Major Range and Test Facility Base (MRTFB) open air range. Projected workload for REDCAP is only 10 percent of its available capacity. AFFTC has capacity sufficient to absorb REDCAP's workload. REDCAP's basic hardware-in-the-loop infrastructure is duplicated at other Air Force T&E facilities. This action achieves significant cost savings and workload consolidation.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$1.7 million. The net of all costs and savings during the implementation period is a savings of \$1.9 million. Annual recurring savings after implementation are \$0.9 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of \$11.0 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 5 jobs (3 direct jobs and 2 indirect jobs) over the 1996-to-2001 period in the Erie County, New York economic area, which is 0.0 percent of economic area employment. This action will have minimal environmental impact.

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REESE AIR FORCE BASE, TEXAS

Recommendation: Close Reese AFB. The 64th Flying Training Wing will inactivate and its assigned aircraft will be redistributed or retired. All activities and facilities at the base including family housing, the hospital, commissary, and base exchange will close.

Justification: The Air Force has more Undergraduate Flying Training (UFT) bases than necessary to support Air Force pilot training requirements consistent with the Department of Defense (DoD) Force Structure Plan. When all eight criteria are applied to the bases in the UFT category, Reese AFB ranks low relative to the other bases in the category. Reese AFB ranked lower when compared to other UFT bases when evaluated on such factors as weather (e.g., crosswinds, density altitude) and airspace availability (e.g., amount of airspace available for training, distance to training areas). Reese AFB was also recommended for closure in each alternative recommended by the DoD Joint Cross-Service Group for Undergraduate Pilot Training.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$37.3 million. The net of all costs and savings during the implementation period is a savings of \$51.9 million. Annual recurring savings after implementation are \$21.5 million with a return on investment expected in two years. The net present value of the costs and savings over 20 years is a savings of \$256.8 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2,891 jobs (2,083 direct jobs and 808 indirect jobs) over the 1996-to-2001 period in the Lubbock, Texas Metropolitan Statistical Area, which is 2.2 percent of the economic area's employment. Environmental impact from this action is minimal and ongoing restoration of Reese AFB.

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ROME LABORATORY, NEW YORK

Recommendation: Close Rome Laboratory, Rome, New York. Rome Laboratory activities will relocate to Fort Monmouth, New Jersey, and Hanscom AFB, Massachusetts. Specifically, the Photonics, Electromagnetic & Reliability (except Test Site O&M operations), Computer Systems, Radio Communications and Communications Network activities, with their share of the Rome Lab staff activities, will relocate to Fort Monmouth. The Surveillance, Intelligence & Reconnaissance Software Technology, Advanced C2 Concepts, and Space Communications activities, with their share of the Rome Laboratory staff activities, will relocate to Hanscom AFB. The Test Site (e.g., Stockbridge and Newport) O&M operations will remain at its present location but will report to Hanscom AFB.

Justification: The Air Force has more laboratory capacity than necessary to support current and projected Air Force research requirements. The Laboratory Joint Cross-Service Group analysis recommended the Air Force consider the closure of Rome Laboratory. Collocation of part of the Rome Laboratory with the Army's Communications Electronics Research Development Evaluation Command (CERDEC) at Fort Monmouth will reduce excess laboratory capacity and increase inter-Service cooperation and common C3 research. In addition, Fort Monmouth's location near unique civilian research activities offers potential for shared research activities. Those activities relocated to Hanscom AFB will strengthen Air Force C3I RDT&E activities by collocating common research efforts. This action will result in substantial savings and furthers the DoD goal of cross-Service utilization of common support assets.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$52.8 million. The net of all costs and savings during the implementation period is a cost of \$15.1 million. Annual recurring savings after implementation are \$11.5 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of \$98.4 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2,345 jobs (1,067 direct jobs and 1,278 indirect jobs) over the 1996-to-2001 period in the Utica-Rome, New York Metropolitan Statistical Area, which is 1.5 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 6.2 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Rome Laboratory and Griffiss AFB will continue.

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ROSLYN AIR GUARD STATION, NEW YORK

Recommendation: Close Roslyn Air Guard Station (AGS) and relocate the 213th Electronic Installation Squadron (ANG) and the 274th Combat Communications Group (ANG) to Stewart International Airport AGS, Newburg, New York. The 722nd Aeromedical Staging Squadron (AFRES) will relocate to suitable leased space within the current recruiting area.

Justification: Relocation of the 213th Electronic Installation Squadron and 274th Combat Communications Group to Stewart International Airport AGS will produce a more efficient and cost-effective basing structure by avoiding some of the costs associated with maintaining the installation.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$2.4 million. The net of all costs and savings during the implementation period is a savings of \$.70 million. Annual recurring savings after implementation are \$.72 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of \$7.6 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 71 jobs (44 direct jobs and 27 indirect jobs) over the 1996-to-2001 period in the Nassau-Suffolk, New York Metropolitan Statistical Area, which is 0.0 percent of the area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential increase equal to 0.0 percent of employment in the Nassau-Suffolk, New York Metropolitan Statistical Area. Review of demographic data projects no negative impact on recruiting. Environmental impact from this action is minimal and ongoing restoration will continue.

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**SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT
AIR GUARD STATION, OHIO**

Recommendation: Close Springfield-Beckley Municipal Airport Air Guard Station (AGS) and relocate the 178th Fighter Group (ANG), the 251st Combat Communications Group (ANG), and the 269th Combat Communications Squadron (ANG) to Wright-Patterson AFB, Ohio.

Justification: The 178th Fighter Group provides crash, fire and rescue, security police, and other base operating support services for ANG activities at Springfield-Beckley Municipal Airport. By relocating to Wright-Patterson AFB, significant manpower and other savings will be realized by avoiding some of the costs associated with the installation.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$23.4 million. The net of all costs and savings during the implementation period is a cost of \$5.6 million. Annual recurring savings after implementation are \$4.2 million with a return on investment expected in six years. The net present value of the costs and savings over 20 years is a savings of \$35.1 million.

Impact: This recommendation will not result in a change in the employment in the Riverside-Dayton-Springfield, Ohio Metropolitan Statistical Area because all affected jobs will remain in that economic area. Review of demographic data projects no negative impact on recruiting. Environmental impact from this action is minimal.

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Recommendations: Realignments**AIR LOGISTICS CENTERS**

Recommendation: Realign the Air Logistics Centers (ALC) at Hill AFB, Utah; Kelly AFB, Texas; McClellan AFB, California; Robins AFB, Georgia; and Tinker AFB, Oklahoma. Consolidate the followings workloads at the designated receiver locations:

<u>Commodity/Workload</u>	<u>Receiving Locations</u>
Composites and plastics	SM-ALC, McClellan AFB
Hydraulics	SM-ALC, McClellan AFB
Tubing manufacturing	WR-ALC, Robins AFB
Airborne electronic automatic equipment software	WR-ALC, Robins AFB, OC- ALC, Tinker AFB, OO-ALC, Hill AFB
Sheet metal repair and manufacturing	OO-ALC, Hill AFB, WR- ALC, Robins AFB
Machining manufacturing	OC-ALC, Tinker AFB, WR- ALC, Robins AFB
Foundry operations	SA-ALC, Kelly AFB, OO- ALC, Hill AFB
Instruments/displays	SM-ALC, McClellan AFB (some unique work remains at OO-ALC, Hill AFB and WR- ALC, Robins AFB)
Airborne electronics	WR-ALC, Robins AFB, OC- ALC, Tinker AFB, OO-ALC, Hill AFB
Electronic manufacturing (printed wire boards)	WR-ALC, Robins AFB
Electrical/mechanical support equipment	SM-ALC, McClellan AFB
Injection molding	SM-ALC, McClellan AFB
Industrial plant equipment software	SA-ALC, Kelly AFB
Plating	OC-ALC, Tinker AFB, OO- ALC, Hill AFB, SA-ALC, Kelly AFB, WR-ALC, Robins AFB

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Move the required equipment and any required personnel to the receiving location. These actions will create or strengthen Technical Repair Centers at the receiving locations in the respective commodities. Minimal workload in each of the commodities may continue to be performed at the other ALCs as required.

Justification: Reductions in force structure have resulted in excess depot maintenance capacity across Air Force depots. The recommended realignments will consolidate production lines and move workload to a minimum number of locations, allowing the reduction of personnel, infrastructure, and other costs. The net effect of the realignments is to transfer approximately 3.5 million direct labor hours and to eliminate 37 product lines across the five depots. These actions will allow the Air Force to demolish or mothball facilities, or to make them available for use by other agencies. These consolidations will reduce excess capacity, enhance efficiencies, and produce substantial cost savings without the extraordinary one-time costs associated with closing a single depot.

This action is part of a broader Air Force effort to downsize, reduce depot capacity and infrastructure, and achieve cost savings in a financially prudent manner consistent with mission requirements. Programmed work reductions, downsizing through contracting or transfer to other Service depots, and the consolidation of workloads recommended above result in the reduction of real property infrastructure equal to 1.5 depots, and a reduction in manhour capacity equivalent to about two depots. The proposed moves also make available over 25 million cubic feet of space to the Defense Logistics Agency for storage and other purposes, plus space to accept part of the Defense Nuclear Agency and other displaced Air Force missions. This approach enhances the cost effectiveness of the overall Department of Defense's closure and realignment recommendations. The downsizing of all depots is consistent with DoD efforts to reduce excess maintenance capacity, reduce cost, improve efficiency of depot management, and increase contractor support for DoD requirements.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$183 million. The net of all costs and savings during the implementation period is a savings of \$138.7 million. Annual recurring savings after implementation are \$89 million with a return on investment expected in two years. The net present value of the costs and savings over 20 years is a savings of \$991.2 million.

TINKER

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 3,040 jobs (1,180 direct jobs and 1,860 indirect jobs) over the 1996-to-2001 period in the Oklahoma City, Oklahoma Metropolitan Statistical Area, which is 0.5 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the

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economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.3 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Tinker AFB will continue.

ROBINS

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,168 jobs (534 direct jobs and 634 indirect jobs) over the 1996-to-2001 period in the Macon, Georgia Metropolitan Statistical Area, which is 0.7 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.7 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Robins AFB will continue.

KELLY

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,446 jobs (555 direct jobs and 891 indirect jobs) over the 1996-to-2001 period in the San Antonio, Texas Metropolitan Statistical Area, which is 0.2 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations, including the relocation of some Air Force activities into the San Antonio area, and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.9 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration will continue.

McCLELLAN and HILL

Impact: The recommendations pertaining to consolidations of workloads at these two centers are not anticipated to result in employment losses or significant environmental impact.

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EGLIN AIR FORCE BASE, FLORIDA

Recommendation: Realign Eglin AFB, Florida. The Electromagnetic Test Environment (EMTE), consisting of eight Electronic Combat (EC) threat simulator systems and two EC pod systems will relocate to the Nellis AFB Complex, Nevada. Those emitter-only systems at the Air Force Development Test Center (AFDTC) at Eglin AFB necessary to support Air Force Special Operations Command (AFSOC), the USAF Air Warfare Center, and Air Force Materiel Command Armaments/Weapons Test and Evaluation activities will be retained. All other activities and facilities associated with Eglin will remain open.

Justification: Air Force EC open air range workload requirements can be satisfied by one range. Available capacity exists at the Nellis AFB Complex to absorb EMTE's projected EC workload. To ensure the Air Force retains the capability to effectively test and realistically train in the Armaments/Weapons functional category, necessary emitter-only threat systems will remain at Eglin AFB. This action is consistent with Air Force and DoD efforts to consolidate workload where possible to achieve cost and mission efficiencies.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$2.2 million. The net of all costs and savings during the implementation period is a savings of \$6.3 million. Annual recurring savings after implementation are \$2.6 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of \$31.4 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 85 jobs (52 direct jobs and 33 indirect jobs) over the 1996-to-2001 period in the Fort Walton Beach, Florida Metropolitan Statistical Area, which is 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations, including the relocation of some Air Force activities into the Fort Walton Beach, Florida Metropolitan Statistical Area, and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential increase equal to 1.3 percent of employment in the economic area. Environmental impact from this action is minimal, and ongoing restoration of Eglin AFB will continue.

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GRAND FORKS AIR FORCE BASE, NORTH DAKOTA

Recommendation: Realign Grand Forks AFB. The 321st Missile Group will inactivate unless prior to December 1996, the Secretary of Defense determines that the need to retain ballistic missile defense (BMD) options effectively precludes this action. If the Secretary of Defense makes such determination, Minot AFB, North Dakota, will be realigned and the 91st Missile Group will inactivate.

If Grand Forks AFB is realigned, the 321st Missile Group will inactivate. Minuteman III missiles will relocate to Malmstrom AFB, Montana, be maintained at depot facilities, or be retired. A small number of silo launchers at Grand Forks may be retained if required. The 319th Air Refueling Wing will remain in place. All activities and facilities at the base associated with the 319th Air Refueling Wing, including family housing, the hospital, commissary, and base exchange will remain open.

If Minot AFB is realigned, the 91st Missile Group will inactivate. Minuteman III missiles will relocate to Malmstrom AFB, Montana, be maintained at depot facilities, or be retired. The 5th Bomb Wing will remain in place. All activities and facilities at the base associated with the 5th Bomb Wing, including family housing, the hospital, commissary, and base exchange will remain open.

Justification: A reduction in ICBM force structure requires the inactivation of one missile group within the Air Force. The missile field at Grand Forks AFB ranked lowest due to operational concerns resulting from local geographic, geologic, and facility characteristics. Grand Forks AFB also ranked low when all eight criteria are applied to bases in the large aircraft subcategory. The airfield will be retained to satisfy operational requirements and maintain consolidated tanker resources.

If the Secretary of Defense determines that the need to retain BMD options effectively precludes realigning Grand Forks, then Minot AFB will be realigned. The missile field at Minot AFB ranked next lowest due to operational concerns resulting from spacing, ranging and geological characteristics. Minot AFB ranked in the middle tier when all eight criteria were applied to bases in the large aircraft subcategory. The airfield will be retained to satisfy operational requirements.

Return on Investment: For Grand Forks, the total estimated one-time cost to implement this recommendation is \$11.9 million. The net of all costs and savings during the implementation period is a savings of \$111.8 million. Annual recurring savings after implementation are \$35.2 million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of \$447.0 million. Savings associated with the inactivation of a missile group were previously programmed in the Air Force budget.

If Minot AFB is selected, the total estimated one-time cost to implement this recommendation is \$12.0 million. The net of all costs and savings during the implementation period is a savings of \$114.8 million. Annual recurring savings after implementation are \$36.1

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million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of \$458.6 million. Savings associated with the inactivation of a missile group were previously programmed in the Air Force budget.

Impact: For Grand Forks AFB, assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2,113 jobs (1,625 direct jobs and 488 indirect jobs) over the 1996-to-2001 period in the Grand Forks County, North Dakota economic area, which is 4.7 percent of the economic area's employment. Environmental impact from this action is minimal and ongoing restoration at Grand Forks AFB will continue.

If Minot AFB is selected, assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2,172 jobs (1,666 direct jobs and 506 indirect jobs) over the 1996-to-2001 period in the Minot County, North Dakota economic area, which is 6.1 percent of the economic area's employment. Environmental impact from this action is minimal and ongoing restoration at Minot AFB will continue.

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HILL AFB, UTAH

Recommendation: Realign Hill AFB, Utah. The permanent Air Force Materiel Command (AFMC) test range activity at Utah Test and Training Range (UTTR) will be disestablished. Management responsibility for operation of the UTTR will transfer from AFMC to Air Combat Command (ACC). Personnel, equipment and systems required for use by ACC to support the training range will be transferred to ACC. Additional AFMC manpower associated with operation of the range will be eliminated. Some armament/weapons Test and Evaluation (T& E) workload will transfer to the Air Force Development Test Center (AFDTC), Eglin AFB, Florida and the Air Force Flight Test Center (AFFTC), Edwards AFB, California.

Justification: Most of the current T&E activities can be accomplished at other T&E activities (AFFTC and AFDTC). Disestablishing the AFMC test range activities and transferring the range to ACC will reduce excess T&E capacity within the Air Force. Retaining the range as a training range will preserve the considerable training value offered by the range and is consistent with the current 82 percent training use of the range. Retention of the range as a training facility will also allow large footprint weapons to undergo test and evaluation using mobile equipment.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$3.2 million. The net of all costs and savings during the implementation period is a savings of \$62.4 million. Annual recurring savings after implementation are \$12.4 million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of \$179.9 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 168 jobs (104 direct jobs and 64 indirect jobs) over the 1996-to-2001 period in the Tooele County, Utah economic area, which is 1.3 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 36.6 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of the UTTR will continue.

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KIRTLAND AIR FORCE BASE, NEW MEXICO

Recommendation: Realign Kirtland AFB. The 58th Special Operations Wing will relocate to Holloman AFB, New Mexico. The AF Operational Test and Evaluation Center (AFOTEC) will relocate to Eglin AFB, Florida. The AF Office of Security Police (AFOSP) will relocate to Lackland AFB, Texas. The AF Inspection Agency and the AF Safety Agency will relocate to Kelly AFB, Texas. The Defense Nuclear Agency (DNA) will relocate to Kelly AFB, Texas (Field Command) and Nellis AFB, Nevada (High Explosive Testing). Some DNA personnel (Radiation Simulator operations) will remain in place. The Phillips Laboratory and the 898th Munitions Squadron will remain in cantonment. The AFRES and ANG activities will remain in existing facilities. The 377th ABW inactivates and all other activities and facilities at Kirtland AFB, including family housing, commissary, and base exchange will close. Air Force medical activities located in the Veteran's Administration Hospital will terminate.

Justification: As an installation, Kirtland AFB rated low relative to other bases in the Laboratory and Product Center subcategory when all eight selection criteria were considered. The Laboratory Joint Cross-Service Group, however, gave the Phillips Laboratory operation a high functional value. This realignment will close most of the base, but retain the Phillips Laboratory, which has a high functional value and the 898th Munitions Squadron, which is not practical to relocate. Both of these activities are capable of operating with minimal military support. Also, the Sandia National Laboratory can be cantoned in its present location. This approach reduces infrastructure and produces significant annual savings, while maintaining those activities essential to the Air Force and the Department of Defense.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$277.5 million. The net of all costs and savings during the implementation period is a cost of \$158.8 million. Annual recurring savings after implementation are \$62 million with a return on investment expected in three years. The net present value of the costs and savings over 20 years is a savings of \$464.5 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 11,916 jobs (6,850 direct jobs and 5,066 indirect jobs) over the 1996-to-2001 period in the Bernalillo County, New Mexico economic area, which is 3.6 percent of the economic area's employment. Environmental impact from this action is minimal and ongoing restoration of Kirtland AFB will continue.

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MALMSTROM AIR FORCE BASE, MONTANA

Recommendation: Realign Malmstrom AFB. The 43rd Air Refueling Group and its KC-135 aircraft will relocate to MacDill AFB, Florida. All fixed-wing aircraft flying operations at Malmstrom AFB will cease and the airfield will be closed. A small airfield operational area will continue to be available to support the helicopter operations of the 40th Rescue Flight which will remain to support missile wing operations. All base activities and facilities associated with the 341st Missile Wing will remain.

Justification: Although the missile field at Malmstrom AFB ranked very high, its airfield resources can efficiently support only a small number of tanker aircraft. Its ability to support other large aircraft missions (bomber and airlift) is limited and closure of the airfield will generate substantial savings.

During the 1995 process, the Air Force analysis highlighted a shortage of refueling aircraft in the southeastern United States. The OSD direction to support the Unified Commands located at MacDill AFB creates an opportunity to relocate a tanker unit from the greater tanker resources of the northwestern United States to the southeast. Movement of the refueling unit from Malmstrom AFB to MacDill AFB will also maximize the cost-effectiveness of that airfield.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$17.4 million. The net of all costs and savings during the implementation period is a savings of \$5.2 million. Annual recurring savings after implementation are \$5.1 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of \$54.3 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,013 jobs (779 direct jobs and 234 indirect jobs) over the 1996-to-2001 period in the Great Falls, Montana Metropolitan Statistical Area, which is 2.3 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 2.3 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Malmstrom AFB will continue.

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ONIZUKA AIR STATION, CALIFORNIA

Recommendation: Realign Onizuka AS. The 750th Space Group will inactivate and its functions will relocate to Falcon AFB, Colorado. Detachment 2, Space and Missile Systems Center (AFMC) will relocate to Falcon AFB, Colorado. Some tenants will remain in existing facilities. All activities and facilities associated with the 750th Space Group including family housing, the clinic, commissary, and base exchange will close.

Justification: The Air Force has one more satellite control installation than is needed to support projected future Air Force satellite control requirements consistent with the Department of Defense (DoD) Force Structure Plan. When all eight criteria are applied to the bases in the Satellite Control subcategory, Onizuka AS ranked lower than the other base in the subcategory. Among other factors, Falcon AFB has superior protection against current and future electronic encroachment, reduced risks associated with security and mission-disrupting contingencies, and significantly higher closure costs.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$124.2 million. The net of all costs and savings during the implementation period is a cost of \$125.7 million. Annual recurring savings after implementation are \$30.3 million with a return on investment expected in eight years. The net present value of the costs and savings over 20 years is a savings of \$181.6 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2,969 jobs (1,875 direct jobs and 1,094 indirect jobs) over the 1996-to-2001 period in the San Jose, California, Primary Metropolitan Statistical Area, which is 0.3 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.5 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Onizuka AS will continue.

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Redirects: Changes To 1991/1993 Commissions**GRIFFISS AFB, NEW YORK
485th Engineering Installation Group**

Recommendation: Change the recommendation of the 1993 Commission regarding the transfer of the 485th Engineering Installation Group (EIG) from Griffiss AFB, New York, to Hill AFB, Utah, as follows: Inactivate the 485th EIG. Transfer its engineering functions to the 38th EIG at Tinker AFB, Oklahoma. Transfer its installation function to the 838th Electronic Installation Squadron (EIS) at Kelly AFB, Texas, and to the 938th EIS, McClellan AFB, California.

Justification: Reorganization of the installation and engineering functions will achieve additional personnel overhead savings by inactivating the 485th EIG and redistributing the remaining activities to other units. The originally planned receiver site for the 485th EIG at Hill AFB has proven to require costly renovation. This redirect avoids these additional, unforeseen costs while providing a more efficient allocation of work.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$0.5 million. The net of all costs and savings during the implementation period is a savings of \$26.8 million. Annual recurring savings after implementation are \$2.9 million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of \$53.6 million.

Impact: Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in employment in the Salt Lake City-Ogden, Utah, Metropolitan Statistical Area. However, the anticipated 0.2 percent increase in the employment base in this economic area will not occur. There will be no environmental impact from this action at Hill Air Force Base, and minimal environmental impact at Kelly AFB, Tinker AFB, and McClellan AFB.

GRIFFISS AFB, NEW YORK
Airfield Support for 10th Infantry (Light) Division

Recommendation: Change the recommendation of the 1993 Commission regarding support of the 10th Infantry (Light) Division, Fort Drum, New York, at Griffiss AFB, as follows: Close the minimum essential airfield to be maintained by a contractor at Griffiss AFB and provide the mobility/contingency/training support to the 10th Infantry (Light) Division from the Fort Drum airfield. Mission essential equipment from the minimum essential airfield at Griffiss AFB will transfer to Fort Drum.

Justification: Operation of the minimum essential airfield to support Fort Drum operations after the closure of Griffiss AFB has proven to far exceed earlier cost estimates. Significant recurring operations and maintenance savings can be achieved by moving the mobility/contingency/training support for the 10th Infantry (Light) Division to Fort Drum and closing the minimum essential airfield operation at Griffiss. This redirect will permit the Air Force to meet the mobility/contingency/training support requirements of the 10th Infantry (Light) Division at a reduced cost to the Air Force. Having airfield support at its home location will improve 10th Infantry (Light) Division's response capabilities, and will avoid the necessity of traveling significant distances, sometimes during winter weather, to its mobility support location. Support at Ft Drum can be accomplished by improvement of the existing Ft Drum airfield and facilities

Return on Investment: The total estimated one-time cost to implement this recommendation is \$51.3 million. The net of all costs and savings during the implementation period is a cost of \$12.9 million. Annual recurring savings after implementation are \$12.7 million with a return on investment expected in five years. The net present value of the costs and savings over 20 years is a savings of \$110.8 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 216 jobs (150 direct jobs and 66 indirect jobs) over the 1996 to 2001 period in the Utica-Rome, New York Metropolitan Statistical Area, which is 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994 to 2001 period could result in a maximum potential increase equal to 6.2 percent of the employment in the economic area. Environmental impact will be minimal; ongoing restoration will continue.

**HOMESTEAD AIR FORCE BASE , FLORIDA
301st Rescue Squadron (AFRES)**

Recommendation: Change the recommendation of the 1993 Commission regarding Homestead AFB as follows: Redirect the 301st Rescue Squadron (AFRES) with its associated aircraft to relocate to Patrick AFB, Florida.

Justification: The 301st Rescue Squadron (RQS) is temporarily located at Patrick AFB, pending reconstruction of its facilities at Homestead AFB which were destroyed by Hurricane Andrew. As part of the initiative to have Reserve forces assume a greater role in DoD peacetime missions, the 301st RQS has assumed primary responsibility for Space Shuttle support and range clearing operations at Patrick AFB. This reduces mission load on the active duty force structure. Although the 301st RQS could perform this duty from the Homestead Air Reserve Station, doing so would require expensive temporary duty arrangements, extensive scheduling difficulties, and the dislocation of the unit's mission from its beddown site. The redirect will enable the Air Force to perform this mission more efficiently and at less cost, with less disruption to the unit and mission.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$4.6 million. The net of all costs and savings during the implementation period is a savings of \$1.5 million. Annual recurring savings after implementation are \$1.5 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of \$15.4 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 341 jobs (214 direct jobs and 127 indirect jobs) over the 1996-to-2001 period in the Miami, Florida Primary Metropolitan Statistical Area, which is 0.0 percent of economic area employment. Review of demographic data projects no negative impact on recruiting. There will be minimal environmental impact from this action at Homestead or Patrick Air Force Bases.

**HOMESTEAD AIR FORCE BASE , FLORIDA
726th Air Control Squadron**

Recommendation: Change the recommendation of the 1993 Commission regarding the relocation of the 726th Air Control Squadron (ACS) from Homestead AFB to Shaw AFB, South Carolina, as follows: Redirect the 726th ACS to Mountain Home AFB, Idaho.

Justification: The 726th ACS was permanently assigned to Homestead AFB. In the aftermath of Hurricane Andrew, the 726th ACS was temporarily moved to Shaw AFB, as the first available site for that unit. In March 1993, the Secretary of Defense recommended the closure of Homestead AFB and the permanent beddown of the 726th ACS at Shaw AFB. Since the 1993 Commission agreed with that recommendation, experience has shown that Shaw AFB does not provide adequate radar coverage of training airspace needed to support the training mission and sustained combat readiness.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$7.4 million. The net of all costs and savings during the implementation period is a savings of \$2.3 million. Annual recurring savings after implementation are \$0.23 million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of \$4.6 million.

Impact: This action affects temporary relocations resulting from prior BRAC recommendations. Assuming no economic recovery, this recommendation could result in a potential reduction of 163 jobs (126 direct jobs and 37 indirect jobs) over the 1996 to 2001 period in the Sumter, South Carolina Metropolitan Statistical Area which is 0.3 percent of the economic area's employment. Environmental impact from this action is minimal and ongoing restoration will continue.

LOWRY AIR FORCE BASE, COLORADO

Recommendation: Change the recommendation of the 1991 Commission regarding the cantonment of the 1001st Space Support Squadron at the Lowry Support Center as follows: Inactivate the 1001st Space Systems Squadron, now designated Detachment 1, Space Systems Support Group (SSSG). Some Detachment 1 personnel and equipment will relocate to Peterson AFB, Colorado, under the Space Systems Support Group while the remainder of the positions will be eliminated.

Justification: The 1991 Commission recommended that the 1001st Space Systems Squadron, now designated Detachment 1, SSSG, be retained in a cantonment area at the Lowry Support Center. Air Force Materiel Command is consolidating space and warning systems software support at the SSSG at Peterson AFB. The inactivation of Detachment 1, SSSG, and movement of its functions will further consolidate software support at Peterson AFB, and result in the elimination of some personnel positions and cost savings.

Return on Investment: The total estimated one-time cost to implement this recommendation is \$1.7 million. The net of all costs and savings during the implementation period is a savings of \$10.9 million. Annual recurring savings after implementation are \$3.0 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of \$39.0 million.

Impact: Assuming no economic recovery, this recommendation could result in a potential reduction of 135 jobs (89 direct jobs and 46 indirect jobs) over the 1996 to 2001 in the Denver, Colorado Primary Metropolitan Statistical Area, which is 0.0 percent of economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the Denver, Colorado Primary Metropolitan Statistical Area in the 1994 to 2001 period could result in a potential decrease equal to 0.8 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Lowry AFB will continue.

MACDILL AIR FORCE BASE, FLORIDA

Recommendation: Change the recommendations of the 1991 and 1993 Commissions regarding the closure and transfer of the MacDill AFB airfield to the Department of Commerce (DoC) as follows: Redirect the retention of the MacDill airfield as part of MacDill AFB. The Air Force will continue to operate the runway and its associated activities. DoC will remain as a tenant.

Justification: Since the 1993 Commission, the Deputy Secretary of Defense and the Chairman of the Joint Chiefs of Staff have validated airfield requirements of the two Unified Commands at MacDill AFB and the Air Force has the responsibility to support those requirements. Studies indicate that Tampa International Airport cannot support the Unified Commands' airfield needs. These validated DoD requirements will constitute approximately 95 percent of the planned airfield operations and associated costs. Given the requirement to support the vast majority of airfield operations, it is more efficient for the Air Force to operate the airfield from the existing active duty support base. Additional cost savings will be achieved when the KC-135 aircraft and associated personnel are relocated from Malmstrom AFB in an associated action.

Return on Investment: The cost and savings data associated with this redirect are reflected in the Malmstrom AFB realignment recommendation. There will be no costs to implement this action, even if the Malmstrom AFB action does not occur, compared to Air Force support of a DoC-owned airfield.

Impact: There is no economic or environmental impact associated with this action.

WILLIAMS AIR FORCE BASE, ARIZONA

Recommendation: Change the recommendation of the 1991 Commission regarding the relocation of Williams AFB's Armstrong Laboratory Aircrew Training Research Facility to Orlando, Florida, as follows: The Armstrong Laboratory Aircrew Training Research Facility at Mesa, Arizona, will remain at its present location as a stand-alone activity.

Justification: The 1991 Defense Base Closure and Realignment Commission recommended that the Armstrong Laboratory Aircrew Training Research Facility located at Williams AFB, Arizona, be relocated to Orlando, Florida. This recommendation, was based on assumptions regarding Navy training activities and the availability of facilities. Subsequent to that Commission's report, it was discovered that the facilities were not available at the estimated cost. In addition, Navy actions in the 1993 BRAC reduced the pilot resources necessary for this facility's work.

In light of these changes, the Air Force recommends the activity remain at its current location. First, it is largely a civilian operation that is well-suited to remain in a stand-alone configuration. It has operated in that capacity since the closure of the rest of Williams AFB in September 1993. Second, its proximity to Luke AFB provides a ready source of fighter aircraft pilots who can support the research activities as consultants and subjects. Third, the present facilities are consolidated and well-suited to the research activities, including a large secure facility. Finally, the activities are consistent with the community's plans for redevelopment of the Williams AFB property, including a university and research park.

Return on Investment: The total estimated one-time cost to implement this recommendation is zero. The net of all costs and savings during the implementation period is a savings of \$18.4 million. Annual recurring savings after implementation are \$0.3 million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of \$21.0 million.

Impact: Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in employment in the Orange, Osceola, and Seminole, Florida counties economic area. As a result of Armstrong Laboratory being retained at Mesa, Arizona, this action results in the retention of 89 jobs (38 direct jobs and 51 indirect jobs) over the 1996-to-2001 period in the Phoenix-Mesa, Arizona Metropolitan Statistical Area and represents a 0.0 percent gain in the employment base.

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Disposition of Units/Aircraft**Specific Actions/Implementation Plan
Disposition Of Units/Aircraft*****California****Edwards Air Force Base*****Inbound***

Air Force Electronic Warfare Evaluation Simulator activity From Fort Worth, Texas
 Real-Time Digitally Controlled Analyzer Processor Activity/equipment From Buffalo, NY
 Some AFMC Test and Evaluation workload From Hill AFB, Utah

March Air Reserve Base***Inbound***

148th Combat Communications Squadron (ANG) From Ontario IAP AGS, California
 210th Weather Flight (ANG) From Ontario IAP AGS, California

McClellan Air Force Base***Inbound***

129th Rescue Group/assigned aircraft (ANG) From Moffett Federal Airfield AGS, California
 162nd Combat Communications Group (ANG) From North Highlands AGS, California
 149th Combat Communications Squadron (ANG) From North Highlands AGS, California

Moffett Federal Airfield Air Guard Station***Outbound***

129th Rescue Group/assigned aircraft (ANG) To McClellan AFB, California

North Highlands Air Guard Station***Outbound***

162nd Combat Communications Group (ANG) To McClellan AFB, California
 149th Combat Communications Squadron (ANG) To McClellan AFB, California

* Depot dispositions not included

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California (cont)**Onizuka Air Station***Outbound*

750th Space Group..... Inactivate
 Space tracking functions..... To Falcon AFB, Colorado
 Detachment 2, Space and Missile Systems Center To Falcon AFB, Colorado

Remain

Tenant organizations..... In place

Ontario International Airport Air Guard Station*Outbound*

148th Combat Communications Squadron (ANG)..... To March ARB, California
 210th Weather Flight (ANG)..... To March ARB, California

Colorado**Falcon Air Force Base***Inbound*

Space tracking functions..... From Onizuka AS, California
 Detachment 2, Space and Missile Systems Center From Onizuka AS, California

Peterson Air Force Base*Inbound*

C-130Hs (AFR)..... From Greater Pittsburgh IAP ARS, Pennsylvania

Florida**Eglin Air Force Base***Outbound*

Electromagnetic Test Environment activity..... To Nellis AFB, Nevada

Inbound

Air Force Operational Test and Evaluation Center..... From Kirtland AFB, New Mexico
 Some AFMC Test and Evaluation workload..... From Hill AFB, Utah

MacDill Air Force Base*Inbound*

43rd Air Refueling Group/assigned aircraft From Malmstrom AFB, Montana

Tyndall Air Force Base*Inbound*

Air Force Center for Environmental Excellence From Brooks AFB, Texas

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Georgia**Dobbins Air Reserve Base***Inbound*

C-130Hs (AFR)..... From Greater Pittsburgh IAP ARS, Pennsylvania

Massachusetts**Hanscom Air Force Base***Inbound*

Laboratory activities From Rome Laboratory, New York

Montana**Malmstrom Air Force Base***Outbound*

43rd Air Refueling Group/assigned aircraft To MacDill AFB, Florida

Inbound

Minuteman III missiles From Grand Forks AFB, North Dakota

Remain

341st Missile Wing/assigned aircraft/missiles..... In place

Nevada**Nellis Air Force Base***Inbound*

Electromagnetic Test Environment activity..... From Eglin AFB, Florida

DNA (high explosive testing) From Kirtland AFB, New Mexico

New Jersey**Fort Monmouth***Inbound*

Laboratory activities From Rome Laboratory, New York

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New Mexico**Holloman Air Force Base***Inbound*

58th Special Operations Wing/assigned aircraft.....From Kirtland AFB, New Mexico

Kirtland Air Force Base*Outbound*

377th Air Base WingInactivate
 58th Special Operations Wing/assigned aircraft..... To Holloman AFB, New Mexico
 Air Force Operational Test and Evaluation Center To Eglin AFB, Florida
 Air Force Office of Security Police To Lackland AFB, Texas
 Air Force Inspection Agency To Kelly AFB, Texas
 Air Force Safety Agency..... To Kelly AFB, Texas
 DNA's Field Command To Kelly AFB, Texas
 DNA's high explosive testing.....To Nellis AFB, Nevada

Remain

Phillips LaboratoryIn cantonment
 898th Munitions SquadronIn cantonment
 DNA Radiation Simulator operations/personnel.....In place
 150th Fighter Group/assigned aircraft (ANG)In place
 604th Engineering Squadron (AFR).....In place
 Detachment 2, 12th Contingency Hospital (AFR)In place

New York**Buffalo***Outbound*

Real-Time Digitally Controlled Analyzer Processor activity Close
 Required REDCAP test activities and support equipment To Edwards AFB, California

Rome Laboratory*Outbound*

Rome Laboratory activities..... To Hanscom AFB, MA and Fort Monmouth, NJ

Roslyn Air Guard Station*Outbound*

213th Electronic Installation Squadron (ANG)..... To Stewart IAP AGS, New York
 274th Combat Communications Group (ANG) To Stewart IAP AGS, New York
 722nd Aeromedical Staging Squadron (AFR) Remain in Local Area

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Georgia**Dobbins Air Reserve Base***Inbound*

C-130Hs (AFR)..... From Greater Pittsburgh IAP ARS, Pennsylvania

Massachusetts**Hanscom Air Force Base***Inbound*

Laboratory activities From Rome Laboratory, New York

Montana**Malmstrom Air Force Base***Outbound*

43rd Air Refueling Group/assigned aircraft To MacDill AFB, Florida

Inbound

Minuteman III missiles From Grand Forks AFB, North Dakota

Remain

341st Missile Wing/assigned aircraft/missiles..... In place

Nevada**Nellis Air Force Base***Inbound*

Electromagnetic Test Environment activity..... From Eglin AFB, Florida
DNA (high explosive testing) From Kirtland AFB, New Mexico

New Jersey**Fort Monmouth***Inbound*

Laboratory activities From Rome Laboratory, New York

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UNCLASSIFIED**New Mexico****Holloman Air Force Base*****Inbound***

58th Special Operations Wing/assigned aircraft..... From Kirtland AFB, New Mexico

Kirtland Air Force Base***Outbound***

377th Air Base Wing Inactivate
 58th Special Operations Wing/assigned aircraft..... To Holloman AFB, New Mexico
 Air Force Operational Test and Evaluation Center To Eglin AFB, Florida
 Air Force Office of Security Police To Lackland AFB, Texas
 Air Force Inspection Agency To Kelly AFB, Texas
 Air Force Safety Agency To Kelly AFB, Texas
 DNA's Field Command To Kelly AFB, Texas
 DNA's high explosive testing..... To Nellis AFB, Nevada

Remain

Phillips Laboratory In cantonment
 898th Munitions Squadron In cantonment
 DNA Radiation Simulator operations/personnel In place
 150th Fighter Group/assigned aircraft (ANG) In place
 604th Engineering Squadron (AFR) In place
 Detachment 2, 12th Contingency Hospital (AFR) In place

New York**Buffalo*****Outbound***

Real-Time Digitally Controlled Analyzer Processor activity Close
 Required REDCAP test activities and support equipment To Edwards AFB, California

Rome Laboratory***Outbound***

Rome Laboratory activities..... To Hanscom AFB, MA and Fort Monmouth, NJ

Roslyn Air Guard Station***Outbound***

213th Electronic Installation Squadron (ANG)..... To Stewart IAP AGS, New York
 274th Combat Communications Group (ANG) To Stewart IAP AGS, New York
 722nd Aeromedical Staging Squadron (AFR) Remain in Local Area

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New York (cont)**Stewart International Airport Air Guard Station***Inbound*

213th Electronic Installation Group (ANG) From Roslyn AGS
 274th Combat Communications Group (ANG) From Roslyn AGS

North Dakota**Grand Forks Air Force Base***Outbound*

321st Missile Group Inactivate
 Minuteman III missiles..... To Malmstrom AFB, Montana or retire

Remain

319th Air Refueling Wing/assigned aircraft In place

Ohio**Springfield-Beckley Municipal Airport Air Guard Station***Outbound*

178th Fighter Group/assigned aircraft (ANG) To Wright-Patterson AFB, Ohio
 251st Combat Communications Group (ANG)..... To Wright-Patterson AFB, Ohio
 269th Combat Communications Squadron (ANG) To Wright-Patterson AFB, Ohio

Wright-Patterson Air Force Base*Inbound*

Human Systems Center..... From Brooks AFB, Texas
 Armstrong Laboratory From Brooks AFB, Texas
 178th Fighter Group/assigned aircraft (ANG) From Springfield-Beckley Airport AGS, Ohio
 251st Combat Communications Group (ANG)..... From Springfield-Beckley Airport AGS, Ohio
 269th Combat Communications Squadron (ANG) ... From Springfield-Beckley Airport AGS, Ohio

Pennsylvania**Greater Pittsburgh IAP Air Reserve Station***Outbound*

911th Airlift Wing (AFR) Inactivate
 C-130Hs (AFR)..... To Dobbins ARB, Georgia and Peterson AFB, Colorado

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Texas**Bergstrom Air Reserve Base***Outbound*

924th Fighter Wing (AFR).....Inactivate
 F-16s (AFR)..... To be redistributed/retired
 Headquarters 10th Air Force (AFR) To NAS Fort Worth, Texas

Brooks Air Force Base*Outbound*

Human Systems Center..... To Wright-Patterson AFB, Ohio
 Armstrong Laboratory..... To Wright-Patterson AFB, Ohio
 68th Intelligence Squadron To Kelly AFB, Texas
 Air Force Center for Environmental Excellence To Tyndall AFB, Florida
 Air Force Medical Support Agency..... To Fort Detrick, Maryland
 710th Intelligence Flight (AFR) To Medina Annex, Lackland AFB, Texas
 Hyperbaric chamber/personnel..... To Lackland AFB, Texas

Kelly Air Force Base*Inbound*

DNA's Field Command From Kirtland AFB, New Mexico
 68th Intelligence Squadron From Brooks AFB, Texas
 Air Force Inspection Agency From Kirtland AFB, New Mexico
 Air Force Safety Agency..... From Kirtland AFB, New Mexico

Lackland Air Force Base*Inbound*

Air Force Office of Security Police From Kirtland AFB, New Mexico
 710th Intelligence Flight (AFR) Medina Annex..... From Brooks AFB, Texas
 Hyperbaric chamber/personnel..... From Brooks AFB, Texas

Fort Worth*Outbound*

Air Force Electronic Warfare Evaluation Simulator activity To Edwards AFB, California

Naval Air Station Fort Worth*Inbound*

Headquarters 10th Air Force (AFR) From Bergstrom Air Reserve Base

Reese Air Force Base*Outbound*

64th Flying Training Wing Inactivate
 Assigned aircraft..... To other Air Force undergraduate flying training bases/retire

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New York (cont)**Stewart International Airport Air Guard Station***Inbound*

213th Electronic Installation Group (ANG) From Roslyn AGS
 274th Combat Communications Group (ANG) From Roslyn AGS

North Dakota**Grand Forks Air Force Base***Outbound*

321st Missile Group Inactivate
 Minuteman III missiles To Malmstrom AFB, Montana or retire

Remain

319th Air Refueling Wing/assigned aircraft In place

Ohio**Springfield-Beckley Municipal Airport Air Guard Station***Outbound*

178th Fighter Group/assigned aircraft (ANG) To Wright-Patterson AFB, Ohio
 251st Combat Communications Group (ANG) To Wright-Patterson AFB, Ohio
 269th Combat Communications Squadron (ANG) To Wright-Patterson AFB, Ohio

Wright-Patterson Air Force Base*Inbound*

Human Systems Center From Brooks AFB, Texas
 Armstrong Laboratory From Brooks AFB, Texas
 178th Fighter Group/assigned aircraft (ANG) From Springfield-Beckley Airport AGS, Ohio
 251st Combat Communications Group (ANG) From Springfield-Beckley Airport AGS, Ohio
 269th Combat Communications Squadron (ANG) ... From Springfield-Beckley Airport AGS, Ohio

Pennsylvania**Greater Pittsburgh IAP Air Reserve Station***Outbound*

911th Airlift Wing (AFR) Inactivate
 C-130Hs (AFR) To Dobbins ARB, Georgia and Peterson AFB, Colorado

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Texas**Bergstrom Air Reserve Base***Outbound*

924th Fighter Wing (AFR).....Inactivate
 F-16s (AFR)..... To be redistributed/retired
 Headquarters 10th Air Force (AFR) To NAS Fort Worth, Texas

Brooks Air Force Base*Outbound*

Human Systems Center..... To Wright-Patterson AFB, Ohio
 Armstrong Laboratory..... To Wright-Patterson AFB, Ohio
 68th Intelligence Squadron To Kelly AFB, Texas
 Air Force Center for Environmental Excellence To Tyndall AFB, Florida
 Air Force Medical Support Agency..... To Fort Detrick, Maryland
 710th Intelligence Flight (AFR) To Medina Annex, Lackland AFB, Texas
 Hyperbaric chamber/personnel..... To Lackland AFB, Texas

Kelly Air Force Base*Inbound*

DNA's Field Command From Kirtland AFB, New Mexico
 68th Intelligence Squadron From Brooks AFB, Texas
 Air Force Inspection Agency From Kirtland AFB, New Mexico
 Air Force Safety Agency..... From Kirtland AFB, New Mexico

Lackland Air Force Base*Inbound*

Air Force Office of Security Police From Kirtland AFB, New Mexico
 710th Intelligence Flight (AFR) Medina Annex..... From Brooks AFB, Texas
 Hyperbaric chamber/personnel..... From Brooks AFB, Texas

Fort Worth*Outbound*

Air Force Electronic Warfare Evaluation Simulator activity To Edwards AFB, California

Naval Air Station Fort Worth*Inbound*

Headquarters 10th Air Force (AFR) From Bergstrom Air Reserve Base

Reese Air Force Base*Outbound*

64th Flying Training Wing.....Inactivate
 Assigned aircraft..... To other Air Force undergraduate flying training bases/retire

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Utah**Hill Air Force Base***Outbound*

AFMC's permanent test activities at Utah Test and Training Range (UTTR) Disestablish
 Some AFMC Test and Evaluation workload..... To Edwards AFB, CA and Eglin AFB, FL

Remain

UTTR management transfer from AFMC to ACC.....In place

**Specific Actions/Implementation Plan
 Changes To 1991 Commission Recommendation**

Arizona**Williams Air Force Base***Remain*

Aircrew Training Research Facility (Armstrong Lab)In place

Colorado**Peterson Air Force Base***Inbound*

Personnel/equipment from Det 1, Space Systems Support Group.....From Lowry AFB, Colorado

Lowry Air Force Base*Outbound*

Det 1, Space Systems Support Group.....Inactivate
 Personnel/equipment..... To Peterson AFB, Colorado

Florida**Orlando***Cancellation*

Aircrew Training Research Facility Realign from Williams AFB, Arizona

**Specific Actions/Implementation Plan
 Changes To 1993 Commission Recommendation**

California**McClellan Air Force Base***Inbound*

Electronic installation functionsFrom Griffiss AFB, New York

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Florida**Homestead Air Force Base***Outbound*

301st Rescue Squadron/assigned aircraft (AFR) Permanently relocate to Patrick AFB, Florida
 726th Air Control Squadron Permanently relocate to Mt Home AFB, Idaho

MacDill Air Force Base*Remain*

Runway Control remains with Air Force

Patrick Air Force Base*Inbound*

301st Rescue Squadron/assigned aircraft (AFR) Permanently remain at Patrick AFB, Florida

Idaho**Mt Home Air Force Base***Inbound*

726th Air Control Squadron From Homestead AFB, Florida

New York**Fort Drum***Inbound*

10th Infantry (Light) Division mobility/contingency/training support From Griffiss AFB, NY

Griffiss Air Force Base*Outbound*

485th Engineering Installation Group Inactivate
 Engineering functions To Tinker AFB, Oklahoma
 Installation functions To Kelly AFB, Texas and McClellan AFB, California
 10th Infantry (Light) Division mobility/contingency/training support To Fort Drum, New York

Remain

Northeast Air Defense Sector (ANG) In place

Oklahoma**Tinker Air Force Base***Inbound*

Electronic engineering functions From Griffiss AFB, New York

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Texas**Kelly Air Force Base***Inbound*

Some Electronic installation functions.....From Griffiss AFB, New York

Utah**Hill Air Force Base***Cancellation*

485th Engineering Installation Group..... Realign from Griffiss AFB, New York

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Chapter 6
Budget Impacts

Chapter 6

Budget Impacts

Base Closure Cash Flow
(CONSTANT YEAR 96 \$M)

	<u>FY96</u>	<u>FY97</u>	<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>TOTAL</u>
TOTALS							
Costs	185	301	280	141	77	62	1047
(Savings)	68	48	184	268	245	347	1160
Net Cost or (Savings)	118	254	96	(127)	(169)	(284)	(113)
Cumulative Net (Savings)	118	371	467	340	172	(113)	(113)

Steady State Savings (\$363M) by FY02 reflect:

Caretaker costs prior to disposal

CHAMPUS net savings due to redistribution of medical personnel

RPMA & BOS associated with movement from closing to gaining base

Notes:

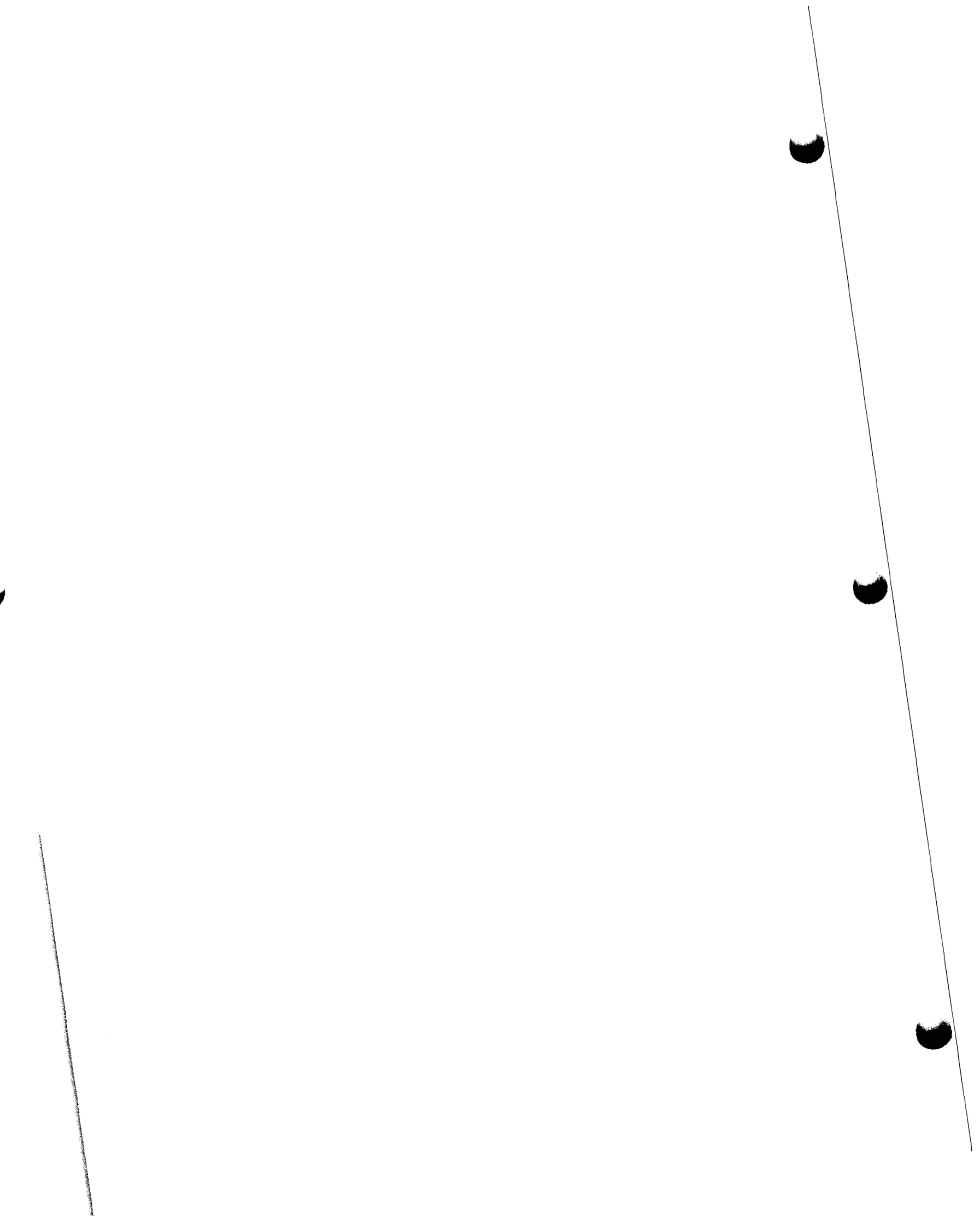
Includes \$70M for capitalization of Base Closure Account

Does not include funding for environmental cleanup

Costs reflect one-time costs only

Savings reflect the net of recurring costs and savings

Appendix I Evaluation Criteria



INSTALLATION EVALUATION CRITERIA

I Mission Effectiveness

I.1 Flying Operations

I.1.A Operations Evaluation

I.1.A.1 Fighter - Operational Effectiveness

I.1.A.1.a Fighter - Geographic Location

I.1.A.1.a.1 Alternate Airfield

(Fighter Mission) - Geographic location supports mission - Alternate airfield (Fighter Mission)

Questionnaire Elements: I.2.B.4

Green <= 100 NM

Yellow > 100 NM and <= 200 NM

Red > 200 NM

I.1.A.1.a.2 Divert Airfield

(Fighter Mission) - Geographic location supports mission - Divert airfield (if single rwy)

Questionnaire Elements: I.2.B.4, I.2.B.7

Green Dual runway or divert airfield <= 50 NM

Yellow > 50 NM and <= 75 NM

Red > 75 NM

I.1.A.1.a.3 Ceiling and Visibility

(Fighter Mission) - Weather impact on mission at base - Ceiling & Visibility

Questionnaire Elements: I.2.J.1.b, I.2.J.1.e

Green At or above 300/1 >= 90% and at or above 3000/5 >= 75%

Yellow At or above 300/1 >= 75% and at or above 3000/5 >= 50% (and not green)

Red Anything else

INSTALLATION EVALUATION CRITERIA

I.1.A.1.a.4 Freezing Precipitation

(Fighter Mission) - Weather impact on mission at base - Mean number of days freezing precipitation

Questionnaire Elements: I.2.J.3

Green ≤ 10 days

Yellow > 10 days and ≤ 20 days

Red > 20 days

I.1.A.1.a.5 Crosswind Component

(Fighter Mission) - Weather impact on mission at base - Crosswind component to primary runway

Questionnaire Elements: I.2.J.2.a, I.2.J.2.b, II.2.A.1

Green At or below 15 kts $\geq 90\%$ and at or below 25 kts $\geq 75\%$; or base has crosswind runway

Yellow At or below 15 kts $\geq 75\%$ and at or below 25 kts $\geq 50\%$ (and not green)

Red Anything else

I.1.A.1.a.6 Air Traffic Control Delays

(Fighter Mission) - Air Traffic Delay for Takeoff (Percentage of total sorties delayed/cancelled due to ATC delays)

Questionnaire Elements: I.2.A.6.a

Green $\leq .5\%$

Yellow $> .5\%$ and $\leq 1\%$

Red $> 1\%$

I.1.A.1.a.7 Number of Runways

(Fighter Mission) - Number of available runways adequate to support a fighter mission

Questionnaire Elements: I.2.B.11, I.2.B.4, I.2.B.7

Green Dual runway; or single runway with emergency landing airfield ≤ 50 NM

Yellow Single runway with emergency landing airfield > 50 NM and ≤ 75 NM

Red Emergency landing airfield > 75 NM

I.1.A.1.b Fighter - Training Areas

INSTALLATION EVALUATION CRITERIA

I.1.A.1.b.1 Supersonic Air Combat MOAs

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Supersonic Air Combat Training (ACBT) MOAs & Warning/Restricted areas

Questionnaire Elements: I.2.C.1

Green ≤ 100 NM
Yellow > 100 NM and ≤ 150 NM
Red > 150 NM

I.1.A.1.b.2 Other Air Combat MOAs

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Other ACBT MOAs and warning/restricted areas

Questionnaire Elements: I.2.C.2

Green ≤ 50 NM
Yellow > 50 NM and ≤ 100 NM
Red > 100 NM

I.1.A.1.b.3 Low Altitude MOAs

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Low alt MOAs for Surface Attack Tactics (SAT) & low alt intercept training

Questionnaire Elements: I.2.C.3

Green ≤ 75 NM
Yellow > 75 NM and ≤ 125 NM
Red > 125 NM

I.1.A.1.b.4 Scorable Range Complexes

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Number of scorable range complexes/target arrays (including tactical targets/conventional/strafe)

Questionnaire Elements: I.2.C.4

Green ≥ 1 within 100 NM and ≥ 4 within 250 NM
Yellow < 1 within 100 NM and ≥ 4 within 250 NM
Red < 4 within 250 NM

INSTALLATION EVALUATION CRITERIA

I.1.A.1.b.5 Electronic Combat Ranges

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Electronic Combat (EC) range within 150 NM

Questionnaire Elements: I.2.C.5

Green Yes, has range within 150 NM

Red No, none within 150 NM

I.1.A.1.b.6 Ground Forces/Tactical Aircraft Employment

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Ground forces w/in impact areas capable of tactical aircraft employment

Questionnaire Elements: I.2.C.14

Green ≤ 100 NM

Yellow > 100 NM and ≤ 150 NM

Red > 150 NM

I.1.A.1.b.7 Air Combat Maneuvering Instrumentation Ranges

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Air Combat Maneuvering Instrumentation (ACMI)

Questionnaire Elements: I.2.C.6

Green ≤ 100 NM

Yellow > 100 NM and ≤ 150 NM

Red > 150 NM

I.1.A.1.b.8 Full Scale Weapons Drop Ranges

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Full-scale weapons delivery availability

Questionnaire Elements: I.2.C.7

Green ≤ 150 NM

Yellow > 150 NM and ≤ 200 NM

Red > 200 NM

INSTALLATION EVALUATION CRITERIA

I.1.A.1.b.9 Visual Routes/Instrument Routes (VR/IR)

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Number of Visual Routes (VR)/Instrument Routes (IR)

Questionnaire Elements: I.2.C.8

Green ≥ 10 within 100 NM

Yellow < 10 and ≥ 3 within 100 NM

Red < 3 within 100 NM

I.1.A.1.c Airspace/Training Area Growth Potential

(Fighter Mission) - Potential for Airspace/Training area growth

Green Airspace available for future expansion

Yellow Status Quo

Red Reductions possible

I.1.A.1.d Composite/Integrated Force Training

(Fighter Mission) - Composite/Integrated force training airspace

Green Special Use Airspace and/or access to bombing ranges is available within 150NM from installation for large force employment exercises. Little or no operational adjustment anticipated to accomplish these exercises. Additionally, interservice or adversary installation is within 250NM.

Yellow Special Use Airspace and/or access to bombing ranges is available within 200NM from installation for large force employment exercises, or adequate airspace exists within 150NM to 200NM for smaller exercises (less than 20 aircraft). Some operational adjustment anticipated to accomplish these exercises. Additionally, interservice or adversary installation is between 251 to 400NM.

Red Special Use Airspace and/or access to bombing ranges is available within 200NM from installation for large force employment exercises (greater than 20 aircraft). Major operational adjustments required to accomplish these exercises. No interservice or adversary installation available within 400NM.

I.1.A.2 Bomber - Operational Effectiveness

I.1.A.2.a Bomber - Geographic Location

INSTALLATION EVALUATION CRITERIA

I.1.A.2.a.1 Alternate Base

(Long Range Bomber Mission) - Geographic location supports mission - Alternate base

Questionnaire Elements: I.2.B.5

Green ≤ 350 NM
Yellow > 350 NM and ≤ 500 NM
Red > 500 NM

I.1.A.2.a.2 Ceiling and Visibility

(Long Range Bomber Mission) - Geographic location supports mission - Weather impact on mission - Ceiling & Visibility

Questionnaire Elements: I.2.J.1.c

Green At or above 1500/3 $\geq 75\%$
Yellow At or above 1500/3 $\geq 50\%$ (and not green)
Red Anything else

I.1.A.2.a.3 Freezing Precipitation

(Long Range Bomber Mission) - Geographic location supports mission - Weather impact on mission - Mean number of days of freezing precipitation

Questionnaire Elements: I.2.J.3

Green ≤ 10 days
Yellow > 10 days and ≤ 20 days
Red > 20 days

I.1.A.2.a.4 Crosswind Component

(Long Range Bomber Mission) - Geographic location supports mission - Weather impact on mission - Crosswind component to primary runway

Questionnaire Elements: I.2.J.2.a, I.2.J.2.b, II.2.A.1

Green At or below 15 kts $\geq 75\%$ and at or below 25 kts $\geq 90\%$; or base has crosswind runway
Yellow At or below 15 kts $\geq 50\%$ and at or below 25 kts $\geq 75\%$ (and not green)
Red Anything else

INSTALLATION EVALUATION CRITERIA

I.1.A.2.a.5 Air Traffic Control Delays

(Long Range Bomber Mission) - Geographic location supports mission - Weather impact on mission - Air Traffic Delay for Takeoff (Percentage of total sorties delayed/cancelled due to ATC delays)

Questionnaire Elements: I.2.A.6.a

Green $\leq .5\%$
Yellow $> .5\%$ and $\leq 1\%$
Red $> 1\%$

I.1.A.2.a.6 Number of Runways

(Long Range Bomber Mission) - Geographic location supports mission - Weather impact on mission - Number of available runways adequate to support a bomber mission

Questionnaire Elements: I.2.B.11, I.2.B.5, I.2.B.8

Green Dual runway; or single runway with emergency landing airfield ≤ 150 NM
Yellow Single runway with emergency landing airfield > 150 NM and ≤ 200 NM
Red Emergency landing airfield > 200 NM

Bomber - Training Areas

1.1 Low Altitude MOAs

(Long Range Bomber Mission) - Training areas (Ranges, Training Routes (TRs), MOAs) available - Low Altitude Air Tactics training and Low Altitude MOAs for attack

Questionnaire Elements: I.2.C.3

Green ≤ 400 NM
Yellow > 400 NM and ≤ 600 NM
Red > 600 NM

INSTALLATION EVALUATION CRITERIA

I.1.A.2.b.2 Scorable Range Distance

(Long Range Bomber Mission) - Training areas (Ranges, Training Routes (TRs), MOAs) available - Distance to Scorable Bombing Range

Questionnaire Elements: I.2.C.4

Green <= 400 NM

Yellow > 400 NM and <= 800 NM

Red > 800 NM

I.1.A.2.b.3 Tactical Training Range Complex (TTRC) Distance

(Long Range Bomber Mission) - Training areas (Ranges, Training Routes (TRs), MOAs) available - Distance to the Tactical Training Range Complex

Questionnaire Elements: I.2.C.9

Green <= 600 NM

Yellow > 600 NM and <= 1200 NM

Red > 1200 NM

I.1.A.2.b.4 Electronic Combat Range Distance

(Long Range Bomber Mission) - Training areas (Ranges, Training Routes (TRs), MOAs) available - EC Range within

Questionnaire Elements: I.2.C.5

Green <= 400 NM

Yellow > 400 NM and <= 800 NM

Red > 800 NM

I.1.A.2.b.5 Full Scale Weapons Drop Range Availability

(Long Range Bomber Mission) - Training areas (Ranges, Training Routes (TRs), MOAs) available - Full Scale Weapons Delivery availability

Questionnaire Elements: I.2.C.7

Green <= 600 NM

Yellow > 600 NM and <= 1200 NM

Red > 1200 NM

INSTALLATION EVALUATION CRITERIA

I.1.A.2.b.6 Visual Routes/Instrument Routes (VR/IR)

(Long Range Bomber Mission) - Training areas (Ranges, Training Routes (TRs), MOAs) available - Number of VR/IR routes

Questionnaire Elements: I.2.C.8

Green ≥ 5 within 400 NM

Yellow < 5 within 400 NM and ≥ 3 within 600 NM

Red < 3 within 600 NM

I.1.A.2.c Airspace/Training Area Growth Potential

(Long Range Bomber Mission) - Potential for Airspace/Training area growth

Green Airspace available for future expansion

Yellow Status Quo

Red Reductions possible

I.1.A.3 Tanker - Operational Effectiveness

I.1.A.3.a Alternate Airfield

(Tanker Mission) - Geographic location supports mission - Alternate airfield

Questionnaire Elements: I.2.B.5

Green ≤ 180 NM

Yellow > 180 NM and ≤ 360 NM

Red > 360 NM

I.1.A.3.b Ceiling and Visibility

(Tanker Mission) - Geographic location supports mission - Weather impact on mission - Ceiling & Visibility

Questionnaire Elements: I.2.J.1.b, I.2.J.1.c

Green At or above 300/1 $\geq 90\%$ and at or above 1500/3 $\geq 75\%$

Yellow At or above 300/1 $\geq 75\%$ and at or above 1500/3 $\geq 50\%$ (and not green)

Red Anything else

INSTALLATION EVALUATION CRITERIA

I.1.A.3.c Freezing Precipitation

(Tanker Mission) - Geographic location supports mission - Weather impact on mission - Mean number of days of freezing precipitation

Questionnaire Elements: I.2.J.3

Green ≤ 10 days
Yellow > 10 days and ≤ 20 days
Red > 20 days

I.1.A.3.d Crosswind Component

(Tanker Mission) - Geographic location supports mission - Weather impact on mission - Crosswind component to primary runway

Questionnaire Elements: I.2.J.2.a, I.2.J.2.b, II.2.A.1

Green At or below 15 kts $\geq 75\%$ and at or below 25 kts $\geq 90\%$; or base has crosswind runway
Yellow At or below 15 kts $\geq 50\%$ and at or below 25 kts $\geq 75\%$ (and not green)
Red Anything else

I.1.A.3.e Air Traffic Control Delays

(Tanker Mission) - Geographic location supports mission - Air Traffic Control (ATC) Delay (Percentage of total sorties delayed/cancelled due to ATC delays)

Questionnaire Elements: I.2.A.6.a

Green $\leq .5\%$
Yellow $> .5\%$ and $\leq 1\%$
Red $\geq 1\%$

I.1.A.3.f Tanker Saturation

(Tanker Mission) - Geographic location supports mission - Tanker saturation within the region

Questionnaire Elements: I.2.C.10.d

Green tanker poor
Yellow balanced
Red tanker rich

INSTALLATION EVALUATION CRITERIA

I.1.A.3.g Refueling Events within 700 NM

(Tanker Mission) - Geographic location supports mission - Total Refueling Events: Within 700 NM of base

Questionnaire Elements: I.2.C.10.b

Green ≥ 750 events

Yellow < 750 events and ≥ 300 events

Red < 300 events

I.1.A.3.h Concentrated Receiver Area Distance

(Tanker Mission) - Geographic location supports mission - Distance to highly concentrated RCVR area

Questionnaire Elements: I.2.C.10.c

Green ≤ 400 NM

Yellow > 400 NM and ≤ 800 NM

Red > 800 NM

I.1.A.4 Airlift - Operational Effectiveness

I.1.A.4.a Airlift - Geographic Location

I.1.A.4.a.1 Alternate Airfield

(Airlift Mission) - Geographic location supports mission - Alternate airfield

Questionnaire Elements: I.2.B.4

Green ≤ 180 NM

Yellow > 180 NM and ≤ 360 NM

Red > 360 NM

I.1.A.4.a.2 Ceiling and Visibility

(Airlift Mission) - Geographic location supports mission - Weather impact on mission - Ceiling & Visibility

Questionnaire Elements: I.2.J.1.b, I.2.J.1.c

Green At or above 300/1 $\geq 90\%$ and at or above 1500/3 $\geq 75\%$

Yellow At or above 300/1 $\geq 75\%$ and at or above 1500/3 $\geq 50\%$ (and not green)

Red Anything else

INSTALLATION EVALUATION CRITERIA

I.1.A.4.a.3 Freezing Precipitation

(Airlift Mission) - Geographic location supports mission - Weather impact on mission - Mean number of days of freezing precipitation

Questionnaire Elements: I.2.J.3

Green ≤ 10 days
Yellow > 10 days and ≤ 20 days
Red > 20 days

I.1.A.4.a.4 Crosswind Component

(Airlift Mission) - Geographic location supports mission - Weather impact on mission - Crosswind component to primary runway

Questionnaire Elements: I.2.J.2.a, I.2.J.2.b, II.2.A.1

Green At or below 15 kts $\geq 75\%$ and at or below 25 kts $\geq 90\%$; or base has crosswind runway
Yellow At or below 15 kts $\geq 50\%$ and at or below 25 kts $\geq 75\%$ (and not green)
Red Anything else

I.1.A.4.a.5 Air Traffic Control Delays

(Airlift Mission) - Geographic location supports mission - Air Traffic Control Delay (Percentage of total sorties delayed/cancelled due to ATC delays)

Green $\leq .5\%$
Yellow $> .5\%$ and $\leq 1\%$
Red $> 1\%$

I.1.A.4.a.6 Mobility/deployability

(Airlift Mission) - Geographic location supports mission - Distance to closest overseas mobility base (Hickam AFB or RAF Mildenhall)

Questionnaire Elements: I.2.B.2

Green ≤ 3250 NM
Yellow > 3250 NM and ≤ 4000 NM
Red > 4000 NM

I.1.A.4.b Airlift - Training Areas

INSTALLATION EVALUATION CRITERIA

I.1.A.4.b.1 Drop Zones (DZs) Formation/day/personnel

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Drop Zones with 150 NM
(Formation/VFR/DayActual Personnel)

Questionnaire Elements: I.2.C.11

Green ≥ 2 DZ

Yellow < 2 DZ and ≥ 1 DZ

Red < 1 DZ

I.1.A.4.b.2 Instrument Routes for DZs (personnel)

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Number of IR routes serving above DZs

Questionnaire Elements: I.2.C.11

Green ≥ 2 IR count

Yellow < 2 IR count and ≥ 1 IR count

Red < 1 IR count

I.1.A.4.b.3 Slow Routes for DZs (personnel)

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Number of Slow Routes (SR) serving above DZs

Questionnaire Elements: I.2.C.11

Green ≥ 2 SR count

Yellow < 2 SR count and ≥ 1 SR count

Red < 1 SR count

I.1.A.4.b.4 Landing Zones - Closest

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Closest Landing Zones (LZs)

Questionnaire Elements: I.2.C.12

Green ≤ 150 NM

Yellow > 150 NM and ≤ 400 NM

Red > 400 NM

INSTALLATION EVALUATION CRITERIA

I.1.A.4.b.5 DZs - Formation/day/heavy equipment

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Drop Zones within 150 NM (Formation/Day/Heavy Equipment)

Questionnaire Elements: I.2.C.11

Green ≥ 2 DZ

Yellow < 2 DZ and ≥ 1 DZ

Red < 1 DZ

I.1.A.4.b.6 Instrument Routes for DZs (equipment)

Dup - (Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Number of IR routes serving above DZs

Questionnaire Elements: I.2.C.11

Green ≥ 2 IR count

Yellow < 2 IR count and ≥ 1 IR count

Red < 1 IR count

I.1.A.4.b.7 Slow Routes for DZs (equipment)

Dup - (Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Number of SR routes serving above DZs

Questionnaire Elements: I.2.C.11

Green ≥ 2 SR count

Yellow < 2 SR count and ≥ 1 SR count

Red < 1 SR count

I.1.A.4.b.8 Airdrop Employment

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Army/Marine installations with major airdrop employment requirements

Questionnaire Elements: I.2.B.1

Green ≤ 500 NM

Yellow > 500 NM and ≤ 750 NM

Red > 750 NM

INSTALLATION EVALUATION CRITERIA

I.1.A.4.b.9 Full-Scale Airdrop Range

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Full-scale airdrop availability
(Formation/Night/Station Keeping Equipment (SKE)/Heavy Equipment)

Questionnaire Elements: I.2.C.13

Green <= 200 NM

Yellow > 200 NM and <= 500 NM

Red > 500 NM

I.1.A.4.b.10 Air Refueling Routes

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Air refueling routes

Questionnaire Elements: I.2.C.10

Green >= 3 within 200 NM

Yellow < 3 within 200 NM and >= 3 within 250 NM

Red < 3 within 250 NM

I.1.B Training Airspace

I.1.B.1 Existing Training Airspace

I.1.B.1.a Military Operating Areas/Bombing Ranges

Existing Associated Airspace Availability (Special Use Airspace) - MOA/Bombing Ranges

Green Fully adequate MOA/bombing ranges available

Yellow Generally adequate MOA/bombing ranges available, but improvements required

Red Inadequate MOA/bombing ranges available

I.1.B.1.b Military Training Routes

Existing Associated Airspace Availability (Special Use Airspace) - Military Training Routes

Green Fully adequate low level routes/capacity available

Yellow Generally adequate low level routes/capacity available; some restrictions to access or limited route quantity

Red Inadequate low level routes/capacity available

I.1.B.2 Future Training Availability

INSTALLATION EVALUATION CRITERIA

I.1.B.2.a Military Operating Areas/Bombing Ranges

Future Associated Airspace Availability (Special Use Airspace) - MOA/Bombing Ranges

Green Fully adequate MOA/bombing ranges expected to remain available

Yellow Generally adequate MOA/bombing ranges expected to remain available, but improvements required

Red Expect inadequate MOA/bombing ranges in the future

I.1.B.2.b Military Training Routes

Future Associated Airspace Availability (Special Use Airspace) - Military Training Routes

Green Fully adequate low level routes/capacity expected to remain available

Yellow Generally adequate low level routes/capacity expected to remain available, some restrictions to access or limited route quantity

Red Expect inadequate low level routes/capacity in the future

I.1.C Airfield Evaluation

I.1.C.1 Runway/Taxiway for Fighter mission

(Fighter Mission) - Can base runway and taxiway support: Fighter Mission?

Questionnaire Elements: II.1.B.2.c, II.2.C.1, II.2.C.2, II.2.E, II.2.F.1

Green Runway at least 150 ft wide and at least 9000 ft long,
Taxiway at least 75 ft wide,
Apron at least 75600 sq ft.,
Pavement strength supports fighter mission.

Red Anything else

I.1.C.2 Runway/Taxiway for Bomber mission

(Bomber Mission) - Can base runway and taxiway support: Bomber Mission?

Questionnaire Elements: II.1.B.2.c, II.2.C.1, II.2.C.2, II.2.E, II.2.F.3

Green Runway at least 200 ft wide and at least 10000 ft long,
Taxiway at least 75 ft wide,
Apron at least 278400 sq ft.,
Pavement strength supports bomber mission.

Red Anything else

INSTALLATION EVALUATION CRITERIA

I.1.C.3 Runway/Taxiway for Tanker mission

(Tanker Mission) - Can base runway and taxiway support: Tanker Mission?

Questionnaire Elements: II.1.B.2.c, II.2.C.1, II.2.C.2, II.2.E, II.2.F.5

Green Runway at least 150 ft wide and at least 8000 ft long,
Taxiway at least 75 ft wide,
Apron at least 283200 sq ft.,
Pavement strength supports tanker mission.

Red Anything else

I.1.C.4 Runway/Taxiway for Airlift mission

(Airlift Mission) - Can base runway and taxiway support: Airlift Mission?

Questionnaire Elements: II.1.B.2.c, II.2.C.1, II.2.C.2, II.2.E, II.2.F.8

Green Runway at least 150 ft wide and at least 8000 ft long,
Taxiway at least 75 ft wide,
Apron at least 433104 sq ft.,
Pavement strength supports airlift mission.

Red Anything else

I.1.D ARC Evaluation

I.1.D.1 Base Operating Support Integration

I.1.D.1.a Petroleum, Oils, Lubricants

Who provides POL operating support?

Questionnaire Elements: IX.16.A

Green Joint or Civil

Yellow Tenant or Host

Red Separate

INSTALLATION EVALUATION CRITERIA

- I.1.D.1.b Security**
Who provides security operating support?
Questionnaire Elements: IX.16.B
Green Joint or Civil
Yellow Tenant or Host
Red Separate
- I.1.D.1.c Base Supply**
Who provides base supply support?
Questionnaire Elements: IX.16.C
Green Joint or Civil
Yellow Tenant or Host
Red Separate
- I.1.D.1.d Tower/Air Traffic Control**
Who provides ATC support?
Questionnaire Elements: IX.16.D
Green Joint or Civil
Yellow Tenant or Host
Red Separate
- I.1.D.1.e Base Civil Engineering**
Who provides CE support?
Questionnaire Elements: IX.16.E
Green Joint or Civil
Yellow Tenant or Host
Red Separate
- I.1.D.2 ARC Operations**
- I.1.D.2.a ARC Fighter Operations**

INSTALLATION EVALUATION CRITERIA

I.1.D.2.a.1 Supersonic Air Combat MOAs

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - Supersonic ACBT MOAs & Warning/Restricted areas

Questionnaire Elements: I.2.C.1

Green <= 150 NM

Yellow > 150 NM and <= 200 NM

Red > 200 NM

I.1.D.2.a.2 Other Air Combat MOAs

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - Other ACBT MOAs and warning/restricted areas

Questionnaire Elements: I.2.C.2

Green <= 100 NM

Yellow > 100 NM and <= 150 NM

Red > 150 NM

I.1.D.2.a.3 Low altitude MOAs

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - Low alt MOAs and SAT & low alt intercept training

Questionnaire Elements: I.2.C.3

Green <= 100 NM

Yellow > 100 NM and <= 150 NM

Red > 150 NM

I.1.D.2.a.4 Scorable Range complexes

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - Number of scorable range complexes/target arrays (including tactical tgt/conv/strafe)

Questionnaire Elements: I.2.C.4

Green >= 1 within 100 NM and >= 4 within 250 NM

Yellow < 1 within 100 NM and >= 4 within 250 NM

Red < 4 within 250 NM

INSTALLATION EVALUATION CRITERIA

I.1.D.2.a.5 Electronic Combat Range within 250 NM

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - EC range within 250 NM

Questionnaire Elements: I.2.C.5

Green Yes

Red No

I.1.D.2.a.6 Ground Forces/Tactical Aircraft Employment

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - Ground Forces w/in impact areas capable of tactical aircraft employment

Questionnaire Elements: I.2.C.14

Green ≤ 100 NM

Yellow > 100 NM and ≤ 150 NM

Red > 150 NM

I.1.D.2.a.7 Air Combat Maneuvering Instrumentation Ranges

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - ACMI

Questionnaire Elements: I.2.C.6

Green ≤ 150 NM

Yellow > 150 NM and ≤ 200 NM

Red > 200 NM

I.1.D.2.a.8 Full Scale Weapons Drop Ranges

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - Full scale weapons delivery availability

Questionnaire Elements: I.2.C.7

Green ≤ 200 NM

Yellow > 200 NM and ≤ 250 NM

Red > 250 NM

INSTALLATION EVALUATION CRITERIA

I.1.D.2.a.9 Visual Routes/Instrument Routes (VR/IR)

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - Number of VR/IR routes

Questionnaire Elements: I.2.C.8

Green ≥ 10 within 100 NM

Yellow < 10 and ≥ 3 within 100 NM

Red < 3 within 10 NM

I.1.D.2.b ARC Tanker Operations

I.1.D.2.b.1 Refueling Events within 700 NM

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only -Tanker Mission) - total Refueling Events within 700 NM of base

Questionnaire Elements: I.2.C.10.b

Green ≥ 750 events

Yellow < 750 events and ≥ 300 events

Red < 300 events

I.1.D.2.b.2 Tanker Saturation

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only -Tanker Mission) - Tanker saturation within the region

Questionnaire Elements: I.2.C.10.d

Green tanker poor

Yellow balanced

Red tanker rich

I.1.D.2.b.3 Distance to Concentrated Receiver Area

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only -Tanker Mission) - Distance to highly concentrated RCVR area

Questionnaire Elements: I.2.C.10.c

Green ≤ 400 NM

Yellow > 400 NM and ≤ 800 NM

Red > 800 NM

INSTALLATION EVALUATION CRITERIA

I.1.D.2.c ARC Airlift Operations

I.1.D.2.c.1 DZs - Formation/day/heavy equipment

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Airlift Mission) - Drop Zones (Formation/VFR/Day/Personnel)

Questionnaire Elements: I.2.C.11

Green <= 200 NM

Yellow > 200 NM and <= 500 NM

Red > 500 NM

I.1.D.2.c.2 Airdrop Employment Requirements

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Airlift Mission) - Army/Marine installations w/in airdrop employment requirements

Questionnaire Elements: I.2.B.1

Green <= 500 NM

Yellow > 500 NM and <= 750 NM

Red > 750 NM

I.1.D.2.c.3 Full Scale Airdrop Availability

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Airlift Mission) - Full scale airdrop availability

Questionnaire Elements: I.2.C.13

Green <= 500 NM

Yellow > 500 NM and <= 700 NM

Red > 700 NM

I.1.D.2.c.4 Number of Visual/Instrument Routes

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Airlift Mission) - Number of VR/IR routes

Questionnaire Elements: I.2.C.8

Green >= 3 within 200 NM

Yellow < 3 within 200 NM and >= 3 within 250 NM

Red < 3 within 250 NM

INSTALLATION EVALUATION CRITERIA

- I.2 Missile Operations**
Missile field assessment (Missile Bases Only)
- I.3 Space Operations**
(Satellite Control Bases Only)
- I.3.A Mission Capacity**
- I.3.A.1 Future Mission Projection**
Future Mission Proj. -- Future mission projection for the next 10 years
Questionnaire Elements: I.2.K.1.b
Green $\geq 0\%$ increase
Yellow $< 0\%$ increase and $\geq -30\%$ increase
Red $< -30\%$ increase
- I.3.A.2 Capable of Core**
Capable of Core -- Capable of core and equipment limitations
Questionnaire Elements: I.2.K.1.a, I.2.K.1.a.1
Green Capable of core
Yellow Not capable of core, but equipment limited
Red Not capable of core
- I.3.A.3 Future Mission Compatability**
Future Mission Compatibility -- Are there known future limiting factors?
Questionnaire Elements: I.2.K.1.c
Green No known limiting factors
Red Significant limiting factors
- I.3.B Mission Support**
- I.3.B.1 Data Transmission Bandwidth**

INSTALLATION EVALUATION CRITERIA

I.3.B.1.a

Satellite Terminals

Satellite Terminals -- Amount of available bandwidth for space communication

Questionnaire Elements: I.2.K.2.c

Green ≥ 705 Mbps

Yellow < 705 Mbps and ≥ 634.5 Mbps

Red < 634.5 Mbps

I.3.B.1.b

Base Communications Infrastructure

Base Communications -- Amount of available bandwidth for inter-base communication

Questionnaire Elements: I.2.K.2.e

Green ≥ 100 Percent of benchmark

Yellow < 100 and ≥ 90 Percent of benchmark

Red < 90 Percent of benchmark

I.3.B.2

Processing Capacity - CPU Equivalents

CPU Equivalents -- How many equivalent CPUs are active at the base

Questionnaire Elements: I.2.K.2.a

Green ≥ 22.6 CPUs

Yellow < 22.6 CPUs and ≥ 20.34 CPUs

Red < 20.34 CPUs

I.3.B.2

Processing Capacity - Control Points

Control Points -- How many satellite control points does the base have

Questionnaire Elements: I.2.K.2.b

Green ≥ 36 control points

Yellow < 36 control points and ≥ 32.4 control points

Red < 32.4 control points

I.3.C

Risk

INSTALLATION EVALUATION CRITERIA

I.3.C.1 Security Waivers

Security Waivers -- Are there any waivers to existing security requirements?

Questionnaire Elements: I.2.K.4.a

Green Yes

Red No

I.3.C.2 Operational Hours Lost

Hours Lost -- Number of operations hours lost due to external factors

Questionnaire Elements: I.2.K.4.b

Green ≤ 24 hours

Red > 24 hours

I.3.C.3 Sustain Core Operations

Sustain Core Ops -- Maximum length of time the installation can operate continuously for core operations

Questionnaire Elements: I.2.K.4.c.1, I.2.K.4.c.2, I.2.K.4.c.3, I.2.K.4.c.4

Green ≥ 14 Days

Yellow < 14 and ≥ 7 Days

Red < 7 Days

I.4 Undergraduate Flying Training

Joint group assessment

Green Average functional value at least 0.50 standard deviations above the mean

Green - Average functional value above the mean

Yellow Average functional value at least 0.33 standard deviations below the mean
+

Yellow Average functional value at least 0.67 standard deviations below the mean

Yellow - Average functional value at least 1.00 standard deviations below the mean

Red + Average functional value at least 1.50 standard deviations below the mean

Red Average functional value less than 1.50 standard deviations below the mean

I.4.A Primary UPT

Numerical functional value determined by UPT JCSG

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INSTALLATION EVALUATION CRITERIA

- I.4.B Airlift and Tanker Aircraft**
Numerical functional value determined by UFT JCSG
- I.4.C Maritime E2/C2 Aircraft**
Numerical functional value determined by UFT JCSG
- I.4.D Bomber and Fighter Aircraft**
Numerical functional value determined by UFT JCSG
- I.4.E Primary and Intermediate Navigator/ NFO**
Numerical functional value determined by UFT JCSG
- I.4.F Weapons Systems Officer Strike**
Numerical functional value determined by UFT JCSG
- I.4.G Panel Navigator**
Numerical functional value determined by UFT JCSG
- I.4.H Flight Screening**
Numerical functional value determined by UFT JCSG
- I.5 Laboratory Evaluation**
- I.5.A Priority**
- I.5.A.1 Budgeted**
Included in Air Force budget
- Green Yes**
- Red No**

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INSTALLATION EVALUATION CRITERIA

I.5.A.2 Pre-eminence

Quantitative assessment of the requirement for the Air Force to be pre-eminent

Green Quantitative assessment ≥ 6.5

Green - Quantitative assessment ≥ 5.5

Yellow Quantitative assessment ≥ 4.5

+

Yellow Quantitative assessment ≥ 3.5

Yellow - Quantitative assessment ≥ 2.5

Red + Quantitative assessment ≥ 1.5

Red Quantitative assessment < 1.5

I.5.A.3 In-House Capability

Quantitative assessment of the requirement for the Air Force maintain an in-house capability

Green Quantitative assessment ≥ 6.5

Green - Quantitative assessment ≥ 5.5

Yellow Quantitative assessment ≥ 4.5

+

Yellow Quantitative assessment ≥ 3.5

Yellow - Quantitative assessment ≥ 2.5

Red + Quantitative assessment ≥ 1.5

Red Quantitative assessment < 1.5

I.5.B Workload

INSTALLATION EVALUATION CRITERIA

I.5.B.1

Actual Workload

Relative workload for labs and product centers (seperate goalposts)

Green Lab/Product Center workload at least 0.50 standard deviations above the mean

Green - Lab/Product Center workload at least equal to the mean

Yellow Lab/Product Center workload at least 0.33 standard deviations below the mean

+

Yellow Lab/Product Center workload at least 0.67 standard deviations below the mean

Yellow - Lab/Product Center workload at least 1.00 standard deviations below the mean

Red + Lab/Product Center workload at less than 1.00 standard deviations below the mean

I.5.B.2

Number of Programs

Weighted sum by Acquisition Category (ACAT) for product centers only

ACAT I times 3

ACAT II times 2

All others times 1

Green Weighted sum at least 0.50 standard deviations above the mean

Green - Weighted sum at least equal to the mean

Yellow Weighted sum at least 0.33 standard deviations below the mean

+

Yellow Weighted sum at least 0.67 standard deviations below the mean

Yellow - Weighted sum at least 1.00 standard deviations below the mean

Red + Weighted sum less than 1.00 standard deviations below the mean

INSTALLATION EVALUATION CRITERIA

I.5.B.3

Average Direct Funding

Average funding per government person

Green LablProduct Center average at least 0.50 standard deviations above the mean

Green - LablProduct Center average at least equal to the mean

Yellow LablProduct Center average at least 0.33 standard deviations below the mean

+

Yellow LablProduct Center average at least 0.67 standard deviations below the mean

Yellow - LablProduct Center average at least 1.00 standard deviations below the mean

Red + LablProduct Center average at least 1.50 standard deviations below the mean

Red LablProduct Center workload at less than 1.50 standard deviations below the mean

I.5.C

Personnel

I.5.C.1

Total Personnel

Total number of government personnel (separate goalposts)

Green LablProduct Center total at least 0.50 standard deviations above the mean

Green - LablProduct Center total at least equal to the mean

Yellow LablProduct Center total at least 0.33 standard deviations below the mean

+

Yellow LablProduct Center total at least 0.67 standard deviations below the mean

Yellow - LablProduct Center total at least 1.00 standard deviations below the mean

Red + LablProduct Center total at less than 1.00 standard deviations below the mean

I.5.C.2

Education Level

Average years of technical and managerial education for government personnel

Green ≥ 17 years

Green - ≥ 16 years

Yellow ≥ 15 years

+

Yellow ≥ 14 years

Yellow - ≥ 13 years

Red + < 13 years

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I.5.C.3

Experience Level

Average years of experience for government personnel

Green ≥ 15 years

Green - ≥ 13 years

Yellow ≥ 11 years

+

Yellow ≥ 9 years

Yellow - ≥ 8 years

Red + < 8 years

I.5.C.4

Patents Awarded

Average number of patents awarded each year to 100 government personnel (labs only)

Green Average at least 0.50 standard deviations above the mean

Green - Average at least equal to the mean

Yellow Average at least 0.33 standard deviations below the mean

+

Yellow Average less than 0.67 standard deviations below the mean

I.5.C.5

Papers Published

Average number technical papers published in peer journals each year to 100 government personnel (labs only)

Green Average at least 0.50 standard deviations above the mean

Green - Average at least equal to the mean

Yellow Average at least 0.33 standard deviations below the mean

+

Yellow Average at least 0.67 standard deviations below the mean

Yellow - Average at least 1.00 standard deviations below the mean

Red + Average less than 1.00 standard deviations below the mean

I.5.D

Facilities and Equipment

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I.5.D.1

Major Facilities

Replacement costs of major (> 10M) facilities

Green Total at least 0.50 standard deviations above the mean

Green - Total at least equal to the mean

Yellow Average at least 0.33 standard deviations below the mean

+

Yellow Average less than 0.67 standard deviations below the mean

I.5.D.2

Land Use

Number of buildable acres

Green ≥ 10 acres for non-weapons CSFs

≥ 50 acres for weapons CSFs

Yellow < 10 acres for non-weapons CSFs

< 50 acres for weapons CSFs

I.5.E

Location

I.5.E.1

Interconnectivity

Count of interconnectivities between Product and Pervasive support functions within an activity

Green Top quartile

Green - Second quartile

Yellow Third quartile

Red Bottom quartile

I.5.E.2

Geographic/Climatological Features

Geographical or climatological feature required to perform mission

Green Yes

Red No

I.5.E.3

Special Support Infrastructure

Special support infrastructure item required over and above general operations

Green Yes

Red No

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- I.5.E.4 Proximity to Mission Related Organizations**
 Count of nearby organizations which facilitate mission accomplishment
Green Top quartile
Green - Second quartile
Yellow Third quartile
Red Bottom quartile
- I.6 Depot Evaluation**
- I.6.A Commodity Analysis**
Green Weighted sum at least 0.50 standard deviations above the mean
Green - Weighted sum above the mean (≥ 886)
Yellow Weighted sum at least 0.33 standard deviations below the mean
 +
Yellow Weighted sum at least 0.67 standard deviations below the mean
Yellow - Weighted sum at least 1.00 standard deviations below the mean
Red + Weighted sum at least 1.50 standard deviations below the mean
Red Weighted sum less than 1.50 standard deviations below the mean
- I.6.A.1 Transport, Tanker, Bomber**
 Numerical sum
- I.6.A.1.a Sum (rounded to Integer)**
- I.6.A.1.a.1 Current capacity as % of AF core capability**
 Weighted (times 20) numerical score
- I.6.A.1.a.2 Potential capacity as % of AF core capability**
 Weighted (times 20) numerical score
- I.6.A.1.b Sum (rounded to Integer)**
- I.6.A.1.b.1 Core workload as % of total workload**
 Weighted (times 10) numerical score

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- I.6.A.1.b.2** **Core workload as % of total AF core workload**
Weighted (times 20) numerical score
- I.6.A.1.c** **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
- I.6.A.1.d** **Unique & peculiar core workload test facilities**
Functional expert numerical assessment
- I.6.A.1.e** **Sum (rounded to Integer)**
- I.6.A.1.e.1** **Last source workload as % of total above core workload**
Weighted (times 6) numerical score
- I.6.A.1.e.2** **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.A.2** **Engines**
Numerical sum
- I.6.A.2.a** **Sum (rounded to Integer)**
- I.6.A.2.a.1** **Current capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.2.a.2** **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.2.b** **Sum (rounded to Integer)**
- I.6.A.2.b.1** **Core workload as % of total workload**
Weighted (times 10) numerical score
- I.6.A.2.b.2** **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

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- I.6.A.2.c** **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
- I.6.A.2.d** **Unique & peculiar core workload test facilities**
Functional expert numerical assessment
- I.6.A.2.e** **Sum (rounded to Integer)**
- I.6.A.2.e.1** **Last source workload as % of total above core workload**
Weighted (times 6) numerical score
- I.6.A.2.e.2** **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.A.3** **All software**
Numerical sum
- I.6.A.3.a** **Sum (rounded to Integer)**
- I.6.A.3.a.1** **Current capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.3.a.2** **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.3.b** **Sum (rounded to Integer)**
- I.6.A.3.b.1** **Core workload as % of total workload**
Weighted (times 10) numerical score
- I.6.A.3.b.2** **Core workload as % of total AF core workload**
Weighted (times 20) numerical score
- I.6.A.3.c** **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

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- I.6.A.3.d Unique & peculiar core workload test facilities**
Functional expert numerical assessment
- I.6.A.3.e Sum (rounded to Integer)**
- I.6.A.3.e.1 Last source workload as % of total above core workload**
Weighted (times 6) numerical score
- I.6.A.3.e.2 Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.A.4 Fighter**
Numerical sum
- I.6.A.4.a Sum (rounded to Integer)**
- I.6.A.4.a.1 Current capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.4.a.1 Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.4.b Sum (rounded to Integer)**
- I.6.A.4.b.1 Core workload as % of total workload**
Weighted (times 10) numerical score
- I.6.A.4.b.2 Core workload as % of total AF core workload**
Weighted (times 20) numerical score
- I.6.A.4.c Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
- I.6.A.4.d Unique & peculiar core workload test facilities**
Functional expert numerical assessment
- I.6.A.4.e Sum (rounded to Integer)**

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- I.6.A.4.e.1** **Last source workload as % of total above core workload**
Weighted (times 6) numerical score
- I.6.A.4.e.2** **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.A.5** **Avionics**
Numerical sum
- I.6.A.5.a** **Sum (rounded to Integer)**
- I.6.A.5.a.1** **Current capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.5.a.2** **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.5.b** **Sum (rounded to Integer)**
- I.6.A.5.b.1** **Core workload as % of total workload**
Weighted (times 10) numerical score
- I.6.A.5.b.2** **Core workload as % of total AF core workload**
Weighted (times 20) numerical score
- I.6.A.5.c** **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
- I.6.A.5.d** **Unique & peculiar core workload test facilities**
Functional expert numerical assessment
- I.6.A.5.e** **Sum (rounded to Integer)**
- I.6.A.5.e.1** **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

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- I.6.A.5.e.2** **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.A.6** **Ground CE**
Numerical sum
 - I.6.A.6.a** **Sum (rounded to Integer)**
 - I.6.A.6.a.1** **Current capacity as % of AF core capability**
Weighted (times 20) numerical score
 - I.6.A.6.a.2** **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
 - I.6.A.6.b** **Sum (rounded to Integer)**
 - I.6.A.6.b.1** **Core workload as % of total workload**
Weighted (times 10) numerical score
 - I.6.A.6.b.2** **Core workload as % of total AF core workload**
Weighted (times 20) numerical score
 - I.6.A.6.c** **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
 - I.6.A.6.d** **Unique & peculiar core workload test facilities**
Functional expert numerical assessment
 - I.6.A.6.e** **Sum (rounded to Integer)**
 - I.6.A.6.e.1** **Last source workload as % of total above core workload**
Weighted (times 6) numerical score
 - I.6.A.6.e.2** **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

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- I.6.A.7 Aircraft structures**
Numerical sum
 - I.6.A.7.a Sum (rounded to Integer)**
 - I.6.A.7.a.1 Current capacity as % of AF core capability**
Weighted (times 20) numerical score
 - I.6.A.7.a.2 Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
 - I.6.A.7.b Sum (rounded to Integer)**
 - I.6.A.7.b.1 Core workload as % of total workload**
Weighted (times 10) numerical score
 - I.6.A.7.b.2 Core workload as % of total AF core workload**
Weighted (times 20) numerical score
 - I.6.A.7.c Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
 - I.6.A.7.d Unique & peculiar core workload test facilities**
Functional expert numerical assessment
 - I.6.A.7.e Sum (rounded to Integer)**
 - I.6.A.7.e.1 Last source workload as % of total above core workload**
Weighted (times 6) numerical score
 - I.6.A.7.e.2 Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.A.8 Aircraft components (other)**
Numerical sum
 - I.6.A.8.a Sum (rounded to Integer)**

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- I.6.A.8.a.1** **Current capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.8.a.2** **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.8.b** **Sum (rounded to Integer)**
- I.6.A.8.b.1** **Core workload as % of total workload**
Weighted (times 10) numerical score
- I.6.A.8.b.2** **Core workload as % of total AF core workload**
Weighted (times 20) numerical score
- I.6.A.8.c** **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
- I.6.A.8.d** **Unique & peculiar core workload test facilities**
Functional expert numerical assessment
- I.6.A.8.e** **Sum (rounded to Integer)**
- I.6.A.8.e.1** **Last source workload as % of total above core workload**
Weighted (times 6) numerical score
- I.6.A.8.e.2** **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.A.9** **Instruments**
Numerical sum
- I.6.A.9.a** **Sum (rounded to Integer)**
- I.6.A.9.a.1** **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

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- I.6.A.9.a.2** Potential capacity as % of AF core capability
Weighted (times 20) numerical score
- I.6.A.9.b** Sum (rounded to Integer)
- I.6.A.9.b.1** Core workload as % of total workload
Weighted (times 10) numerical score
- I.6.A.9.b.2** Core workload as % of total AF core workload
Weighted (times 20) numerical score
- I.6.A.9.c** Unique & peculiar core workload as % of total AF core workload
Weighted (times 10) numerical score
- I.6.A.9.d** Unique & peculiar core workload test facilities
Functional expert numerical assessment
- I.6.A.9.e** Sum (rounded to Integer)
- I.6.A.9.e.1** Last source workload as % of total above core workload
Weighted (times 6) numerical score
- I.6.A.9.e.2** Outside source workload as % of total above core workload
Weighted (times 4) numerical score
- I.6.A.10** All missiles
Numerical sum
- I.6.A.10.a** Sum (rounded to Integer)
- I.6.A.10.a.1** Current capacity as % of AF core capability
Weighted (times 20) numerical score
- I.6.A.10.a.2** Potential capacity as % of AF core capability
Weighted (times 20) numerical score
- I.6.A.10.b** Sum (rounded to Integer)

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- I.6.A.10.b.1 Core workload as % of total workload**
Weighted (times 10) numerical score
- I.6.A.10.b.2 Core workload as % of total AF core workload**
Weighted (times 20) numerical score
- I.6.A.10.c Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
- I.6.A.10.d Unique & peculiar core workload test facilities**
Functional expert numerical assessment
- I.6.A.10.e Sum (rounded to Integer)**
- I.6.A.10.e.1 Last source workload as % of total above core workload**
Weighted (times 6) numerical score
- I.6.A.10.e.2 Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.A.11 Hydraulic/Pneumatics**
Numerical sum
- I.6.A.11.a Sum (rounded to Integer)**
- I.6.A.11.a.1 Current capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.11.a.2 Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.11.b Sum (rounded to Integer)**
- I.6.A.11.b.1 Core workload as % of total workload**
Weighted (times 10) numerical score

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- I.6.A.11.b.2** Core workload as % of total AF core workload
Weighted (times 20) numerical score
- I.6.A.11.c** Unique & peculiar core workload as % of total AF core workload
Weighted (times 10) numerical score
- I.6.A.11.d** Unique & peculiar core workload test facilities
Functional expert numerical assessment
- I.6.A.11.e** Sum (rounded to Integer)
- I.6.A.11.e.1** Last source workload as % of total above core workload
Weighted (times 6) numerical score
- I.6.A.11.e.2** Outside source workload as % of total above core workload
Weighted (times 4) numerical score
- I.6.A.12** Landing gear
Numerical sum
- I.6.A.12.a** Sum (rounded to Integer)
- I.6.A.12.a.1** Current capacity as % of AF core capability
Weighted (times 20) numerical score
- I.6.A.12.a.2** Potential capacity as % of AF core capability
Weighted (times 20) numerical score
- I.6.A.12.b** Sum (rounded to Integer)
- I.6.A.12.b.1** Core workload as % of total workload
Weighted (times 10) numerical score
- I.6.A.12.b.2** Core workload as % of total AF core workload
Weighted (times 20) numerical score

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- I.6.A.12.c Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
- I.6.A.12.d Unique & peculiar core workload test facilities**
Functional expert numerical assessment
- I.6.A.12.e Sum (rounded to Integer)**
- I.6.A.12.e.1 Last source workload as % of total above core workload**
Weighted (times 6) numerical score
- I.6.A.12.e.2 Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.A.13 TMDE**
Numerical sum
- I.6.A.13.a Sum (rounded to Integer)**
- I.6.A.13.a.1 Current capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.13.a.2 Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.13.b Sum (rounded to Integer)**
- I.6.A.13.b.1 Core workload as % of total workload**
Weighted (times 10) numerical score
- I.6.A.13.b.2 Core workload as % of total AF core workload**
Weighted (times 20) numerical score
- I.6.A.13.c Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

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- I.6.A.13.d Unique & peculiar core workload test facilities**
Functional expert numerical assessment
- I.6.A.13.e Sum (rounded to Integer)**
- I.6.A.13.e.1 Last source workload as % of total above core workload**
Weighted (times 6) numerical score
- I.6.A.13.e.2 Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.A.14 Command and Control aircraft**
Numerical sum
- I.6.A.14.a Sum (rounded to Integer)**
- I.6.A.14.a.1 Current capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.14.a.2 Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.14.b Sum (rounded to Integer)**
- I.6.A.14.b.1 Core workload as % of total workload**
Weighted (times 10) numerical score
- I.6.A.14.b.2 Core workload as % of total AF core workload**
Weighted (times 20) numerical score
- I.6.A.14.c Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
- I.6.A.14.d Unique & peculiar core workload test facilities**
Functional expert numerical assessment
- I.6.A.14.e Sum (rounded to Integer)**

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- I.6.A.14.e.1 Last source workload as % of total above core workload**
Weighted (times 6) numerical score
- I.6.A.14.e.2 Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.A.15 General purpose (other)**
Numerical sum
- I.6.A.15.a Sum (rounded to Integer)**
 - I.6.A.15.a.1 Current capacity as % of AF core capability**
Weighted (times 20) numerical score
 - I.6.A.15.a.2 Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.15.b Sum (rounded to Integer)**
 - I.6.A.15.b.1 Core workload as % of total workload**
Weighted (times 10) numerical score
 - I.6.A.15.b.2 Core workload as % of total AF core workload**
Weighted (times 20) numerical score
- I.6.A.15.c Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
- I.6.A.15.d Unique & peculiar core workload test facilities**
Functional expert numerical assessment
- I.6.A.15.e Sum (rounded to Integer)**
 - I.6.A.15.e.1 Last source workload as % of total above core workload**
Weighted (times 6) numerical score

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- I.6.A.15.e.2 Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.A.16 Munitions (aviation)**
Numerical sum
 - I.6.A.16.a Sum (rounded to Integer)**
 - I.6.A.16.a.1 Current capacity as % of AF core capability**
Weighted (times 20) numerical score
 - I.6.A.16.a.2 Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
 - I.6.A.16.b Sum (rounded to Integer)**
 - I.6.A.16.b.1 Core workload as % of total workload**
Weighted (times 10) numerical score
 - I.6.A.16.b.2 Core workload as % of total AF core workload**
Weighted (times 20) numerical score
 - I.6.A.16.c Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
 - I.6.A.16.d Unique & peculiar core workload test facilities**
Functional expert numerical assessment
 - I.6.A.16.e Sum (rounded to Integer)**
 - I.6.A.16.e.1 Last source workload as % of total above core workload**
Weighted (times 6) numerical score
 - I.6.A.16.e.2 Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

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- I.6.A.17 Propellers**
Numerical sum
 - I.6.A.17.a Sum (rounded to Integer)**
 - I.6.A.17.a.1 Current capacity as % of AF core capability**
Weighted (times 20) numerical score
 - I.6.A.17.a.2 Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
 - I.6.A.17.b Sum (rounded to Integer)**
 - I.6.A.17.b.1 Core workload as % of total workload**
Weighted (times 10) numerical score
 - I.6.A.17.b.2 Core workload as % of total AF core workload**
Weighted (times 20) numerical score
 - I.6.A.17.c Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
 - I.6.A.17.d Unique & peculiar core workload test facilities**
Functional expert numerical assessment
 - I.6.A.17.e Sum (rounded to Integer)**
 - I.6.A.17.e.1 Last source workload as % of total above core workload**
Weighted (times 6) numerical score
 - I.6.A.17.e.2 Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.A.18 APUs**
Numerical sum
 - I.6.A.18.a Sum (rounded to Integer)**

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- I.6.A.18.a.1 Current capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.18.a.2 Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.18.b Sum (rounded to Integer)**
- I.6.A.18.b.1 Core workload as % of total workload**
Weighted (times 10) numerical score
- I.6.A.18.b.2 Core workload as % of total AF core workload**
Weighted (times 20) numerical score
- I.6.A.18.c Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
- I.6.A.18.d Unique & peculiar core workload test facilities**
Functional expert numerical assessment
- I.6.A.18.e Sum (rounded to Integer)**
- I.6.A.18.e.1 Last source workload as % of total above core workload**
Weighted (times 6) numerical score
- I.6.A.18.e.2 Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.A.19 Ground generators**
Numerical sum
- I.6.A.19.a Sum (rounded to Integer)**
- I.6.A.19.a.1 Current capacity as % of AF core capability**
Weighted (times 20) numerical score

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- I.6.A.19.a.2 Potential capacity as % of AF core capability**
Weighted (times 20) numerical score
- I.6.A.19.b Sum (rounded to Integer)**
- I.6.A.19.b.1 Core workload as % of total workload**
Weighted (times 10) numerical score
- I.6.A.19.b.2 Core workload as % of total AF core workload**
Weighted (times 20) numerical score
- I.6.A.19.c Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score
- I.6.A.19.d Unique & peculiar core workload test facilities**
Functional expert numerical assessment
- I.6.A.19.e Sum (rounded to Integer)**
- I.6.A.19.e.1 Last source workload as % of total above core workload**
Weighted (times 6) numerical score
- I.6.A.19.e.2 Outside source workload as % of total above core workload**
Weighted (times 4) numerical score
- I.6.B Costs Analysis**

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I.6.B.1

Annual Operating Costs

Annual operating costs (\$s per hour) relative to other depots

Green Average costs no greater than 0.50 standard deviations below the mean

Green - Average costs no greater than the mean

Yellow Average costs no greater than 0.33 standard deviations above the mean
+

Yellow Average costs no greater than 0.67 standard deviations above the mean

Yellow - Average costs no greater than 1.00 standard deviations above the mean

Red + Average costs no greater than 1.50 standard deviations above the mean

Red Average costs greater than 1.50 standard deviations above the mean

I.6.B.2

Labor Rates

Labor rates

Green Average rate no greater than 0.50 standard deviations below the mean

Green - Average rate no greater than the mean

Yellow Average rate no greater than 0.33 standard deviations above the mean
+

Yellow Average rate no greater than 0.67 standard deviations above the mean

Yellow - Average rate no greater than 1.00 standard deviations above the mean

Red + Average rate no greater than 1.50 standard deviations above the mean

Red Average rate greater than 1.50 standard deviations above the mean

I.7

Test Center Evaluation

Joint Group Criteria

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INSTALLATION EVALUATION CRITERIA

I.7.A Armament and Weapons

Green Weighted sum at least 0.50 standard deviations above the mean
Green - Weighted sum above the mean
Yellow Weighted sum at least 0.33 standard deviations below the mean
+
Yellow Weighted sum at least 0.67 standard deviations below the mean
Yellow - Weighted sum at least 1.00 standard deviations below the mean
Red + Weighted sum at least 1.50 standard deviations below the mean
Red Weighted sum less than 1.50 standard deviations below the mean

I.7.A.1 Physical Value

Weighted sum

I.7.A.1.a Critical Air & Sea Space

Numerical functional value

I.7.A.1.b Topographic

Numerical functional value

I.7.A.1.c Climatic

Numerical functional value

I.7.A.1.d Encroachment

Numerical functional value

I.7.A.1.e Environment

Numerical functional value

I.7.A.2 Technical Value

Weighted sum

I.7.A.2.a Digital Models and Simulations

Numerical functional value

INSTALLATION EVALUATION CRITERIA

- I.7.A.2.b Measurement Facilities**
Numerical functional value
- I.7.A.2.c Integration Labs**
Numerical functional value
- I.7.A.2.d Hardware-In-The-Loop**
Numerical functional value
- I.7.A.2.e Installed Systems Test Facilities**
Numerical functional value
- I.7.A.2.f Open Air Ranges**
Numerical functional value
- I.7.B Electronic Combat**
- Green** Weighted sum at least 0.50 standard deviations above the mean
 - Green -** Weighted sum above the mean
 - Yellow** Weighted sum at least 0.33 standard deviations below the mean
 - +**
 - Yellow** Weighted sum at least 0.67 standard deviations below the mean
 - Yellow -** Weighted sum at least 1.00 standard deviations below the mean
 - Red +** Weighted sum at least 1.50 standard deviations below the mean
 - Red** Weighted sum less than 1.50 standard deviations below the mean
- I.7.B.1 Physical Value**
Weighted sum
- I.7.B.1.a Critical Air & Sea Space**
Numerical functional value
- I.7.B.1.b Topographic**
Numerical functional value

INSTALLATION EVALUATION CRITERIA

- I.7.B.1.c Climatic**
Numerical functional value
- I.7.B.1.d Encroachment**
Numerical functional value
- I.7.B.1.e Environment**
Numerical functional value
- I.7.B.2 Technical Value**
Weighted sum
 - I.7.B.2.a Digital Models and Simulations**
Numerical functional value
 - I.7.B.2.b Measurement Facilities**
Numerical functional value
 - I.7.B.2.c Integration Labs**
Numerical functional value
 - I.7.B.2.d Hardware-In-The-Loop**
Numerical functional value
 - I.7.B.2.e Installed Systems Test Facilities**
Numerical functional value
 - I.7.B.2.f Open Air Ranges**
Numerical functional value

INSTALLATION EVALUATION CRITERIA

- I.7.C Air Vehicles**
- Green** Weighted sum at least 0.50 standard deviations above the mean
 - Green -** Weighted sum above the mean
 - Yellow** Weighted sum at least 0.33 standard deviations below the mean
 - +**
 - Yellow** Weighted sum at least 0.67 standard deviations below the mean
 - Yellow -** Weighted sum at least 1.00 standard deviations below the mean
 - Red +** Weighted sum at least 1.50 standard deviations below the mean
 - Red** Weighted sum less than 1.50 standard deviations below the mean
- I.7.C.1 Physical Value**
Weighted sum
- I.7.C.1.a Critical Air & Sea Space**
Numerical functional value
- I.7.C.1.b Topographic**
Numerical functional value
- I.7.C.1.c Climatic**
Numerical functional value
- I.7.C.1.d Encroachment**
Numerical functional value
- I.7.C.1.e Environment**
Numerical functional value
- I.7.C.2 Technical Value**
Weighted sum
- I.7.C.2.a Digital Models and Simulations**
Numerical functional value

INSTALLATION EVALUATION CRITERIA

- I.7.C.2.b Measurement Facilities**
Numerical functional value
- I.7.C.2.c Integration Labs**
Numerical functional value
- I.7.C.2.d Hardware-In-The-Loop**
Numerical functional value
- I.7.C.2.e Installed Systems Test Facilities**
Numerical functional value
- I.7.C.2.f Open Air Ranges**
Numerical functional value

INSTALLATION EVALUATION CRITERIA

II	Availability and Condition of Land, Facilities, and Associated Airspace
II.1	Facilities Base
II.1.A	Facilities Capacity: Base
	Facilities Capacity: Base
	Questionnaire Elements: II.1.B.1.b, c, d, e, f, g, j, l, m, n, o, p, q, r, s.i, t, u, v, w, x, y, z, aa, bb, cc, dd, ee, ff, AND gg
	Green >= the mean
	Yellow >= -1 standard deviation and < the mean
	Red < -1 standard deviation
II.1.B	Facilities Condition: Building aggregate
	Facilities Condition: Base - Building
	Questionnaire Elements: II.1.B.1.b, c, d, e, f, g, j, l, m, n, o, p, q, r, s.i, t, u, v, w, x, y, z, aa, bb, cc, dd, ee, ff, AND gg
	Green >= 80% Condition Code 1
	Yellow >= 50% Condition Code 1 and < 80% Condition Code 1
	Red < 50% Condition Code 1
II.1.C	Facilities Condition: Infrastructure
	Facilities Condition: Base - Infrastructure
	Questionnaire Elements: II.1.B.2.a-c,e-k
	Green >= 95% Condition Code 1
	Yellow >= 70% Condition Code 1 and < 95% Condition Code 1
	Red < 70% Condition Code 1
II.1.D	Unique Facilities
	Are there any unique, one of a kind, facilities at the installation which must be replicated if the base is closed?
	Questionnaire Elements: II.5.A
	Green Yes, unique facilities exist
	Red No unique facilities exist

INSTALLATION EVALUATION CRITERIA

II.1.E Utility Capacity

Utility infrastructure capacity (includes: electricity, water, and sewage)

Questionnaire Elements: II.3.A.1, II.3.A.2, II.3.A.3

- Green** Can support $\geq 10\%$ increase in usage without MILCON
- Yellow** Can support up to 10% increase in usage without MILCON
- Red** Cannot support increase without costs

II.2 Facilities Housing

II.2.A Facilities Capacity: Housing

Facilities Capacity: Housing; Number of Units surplus or deficit according to most recent housing market survey

Questionnaire Elements: II.1.C.1.d

- Green** \geq the mean
- Yellow** ≥ -1 standard deviation and $<$ the mean
- Red** < -1 standard deviation

II.2.B Facilities Condition: Housing

Facilities Condition: Housing; Number of units needing upgrade to whole house standards

Questionnaire Elements: II.1.C.2.a

- Green** \leq the mean
- Yellow** $>$ the mean and $\leq +1$ standard deviation
- Red** $> +1$ standard deviation

II.3 Encroachment (Airfield)

II.3.A Existing Associated (Special Use) Airspace

II.3.A.1 Military Operating Areas/Restricted Airspace

(Special Use Airspace - Existing Associated Airspace Encroachment) - MOAs/Restricted Airspace

- Green** Civil and commercial aviation development generally compatible with existing Military Operating Areas and Restricted Airspace
- Yellow** Civil and commercial aviation development impacts access to some (limited) MOAs.
- Red** Civil and commercial aviation dominates the development of and access to MOAs or Restricted Airspace

INSTALLATION EVALUATION CRITERIA

II.3.A.2 Bomb Ranges/Drop Zones

(Special Use Airspace - Existing Associated Airspace Encroachment) - Bomb Ranges/Drop Zones

- Green** Regional development generally compatible with Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)
- Yellow** Regional development incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)
- Red** Regional development severely incompatible in many areas, causing major restrictions to Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)

II.3.A.3 Low Levels

(Special Use Airspace - Existing Associated Airspace Encroachment) - Low Level

- Green** Regional development generally compatible with low-level route access
- Yellow** Regional development incompatible in some (limited) areas, creating restrictions on low level route structure
- Red** Regional development severely incompatible in many areas, causing major restrictions to low level routes

II.3.B Future Associated (Special Use) Airspace

II.3.B.1 Military Operating Areas/Restricted Airspace

(Special Use Airspace - Future Associated Airspace Encroachment) - MOAs/Restricted Airspace

- Green** Future civil and commercial aviation development generally expected to remain compatible with existing Military Operating Areas and Restricted Airspace
- Yellow** Future civil and commercial aviation development may impact access to some (limited) MOAs. Future development of MOAs or Restricted Airspace may be limited
- Red** Future civil and commercial aviation may dominate the area and access to MOAs may become severely limited. Future development of Restricted Airspace incompatible.

II.3.B.2 Bomb Ranges/Drop Zones

(Special Use Airspace - Future Associated Airspace Encroachment) - Bomb Ranges/Drop Zones

- Green** Future regional development generally expected to remain compatible with Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)
- Yellow** Future regional development may become incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)
- Red** Future regional development may become severely incompatible in many areas, causing major restrictions to Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)

INSTALLATION EVALUATION CRITERIA

II.3.B.3 Low Levels

(Special Use Airspace - Future Associated Airspace Encroachment) - Low Level

Green Future regional development generally expected to be compatible with low-level route access

Yellow Future regional development may become incompatible in some (limited) areas, creating restrictions on low level route structure

Red Future regional development may become severely incompatible in many areas, causing major modifications to low level routes

II.3.C Existing Local/Regional Airspace Encroachment

(Existing Local/Regional Airspace Encroachment) - Environs airspace (local flying area)

Questionnaire Elements: i.2.E.15

Green ≤ 1 hubs within 200 NM

Yellow > 1 hubs and ≤ 5 hubs within 200 NM

Red > 5 hubs within 200 NM

II.3.D Future Local/Regional Airspace Encroachment

(Future Local/Regional Airspace Encroachment) - Environs airspace (local flying area)

Questionnaire Elements: i.2.E.15

Green ≤ 1 hubs within 200 NM

Yellow > 1 hubs and ≤ 5 hubs within 200 NM

Red > 5 hubs within 200 NM

II.3.E Existing Local Community Encroachment

II.3.E.1 Clear Zone Compatibility (worst case, all runway ends)

(Existing Local/Regional Community Encroachment) - Incompatible Development in Clear Zone (CZ)

Questionnaire Elements: II.6.A.1

Green Off-base development compatible (Percent incompatible = 0) within CZ

Red Off-base development incompatible (Percent incompatible > 0) within CZ

INSTALLATION EVALUATION CRITERIA

II.3.E.2 Accident Potential Zone I Compatibility Aggregate

(Existing Local/Regional Community Encroachment) - Accident Potential Zone (APZ) I (For each runway end)

Questionnaire Elements: II.6.A.2

- Green** Off-base development generally compatible within APZ I (0-5% incompatible development)
- Yellow** Off-base development incompatible in some (limited) areas of APZ I (>5-10% incompatible development)
- Red** Off-base development significantly incompatible within APZ I (>10% incompatible development)

II.3.E.3 Accident Potential Zone II Compatibility Aggregate

(Existing Local/Regional Community Encroachment) - Accident Potential Zone (APZ) II (For each runway end)

Questionnaire Elements: II.6.A.3

- Green** Off-base development generally compatible within APZ II (0-5% incompatible development)
- Yellow** Off-base development incompatible in some (limited) areas of APZ II (5-10% incompatible development)
- Red** Off-base development significantly incompatible within APZ II (>10% incompatible development)

II.3.E.4 Noise Zone (65-70 db) Compatibility Aggregate

(Existing Local/Regional Community Encroachment) - 65-70 Ldn Noise Zones (NZ)

Questionnaire Elements: II.6.A.4

- Green** Off-base development generally compatible within 65-70 Ldn NZ (0-5% incompatible development)
- Yellow** Off-base development incompatible in some (limited) areas of 65-70 Ldn NZ (>5-10% incompatible development)
- Red** Off-base development significantly incompatible within 65-70 Ldn NZ (>10% incompatible development)

II.3.E.5 Noise Zone (70-75 db) Compatibility Aggregate

(Existing Local/Regional Community Encroachment) - 70-75 Ldn NZ

Questionnaire Elements: II.6.A.5

- Green** Off-base development generally compatible within 70-75 Ldn NZ (0-5% incompatible development)
- Yellow** Off-base development incompatible in some (limited) areas of 70-75 Ldn NZ (>5-10% incompatible development)
- Red** Off-base development significantly incompatible within 70-75 Ldn NZ (>10% incompatible development)

INSTALLATION EVALUATION CRITERIA

II.3.E.6 Noise Zone (75-80 db) Compatibility Aggregate

(Existing Local/Regional Community Encroachment) - 75-80 Ldn NZ

Questionnaire Elements: II.6.A.6

- Green** Off-base development generally compatible within 75-80 Ldn NZ (0-5% incompatible development)
- Yellow** Off-base development incompatible in some (limited) areas of 75-80 Ldn NZ (>5-10% incompatible development)
- Red** Off-base development significantly incompatible within 75-80 Ldn NZ (>10% incompatible development)

II.3.E.7 Noise Zone (over 80 db) Compatibility Aggregate

(Existing Local/Regional Community Encroachment) - Within 80 Ldn NZ and Above

Questionnaire Elements: II.6.A.7

- Green** Off-base development generally compatible within 80+ Ldn NZ
- Yellow** Off-base development incompatible in some (limited) areas of 80+ Ldn NZ (>5-10% incompatible development)
- Red** Off-base development significantly incompatible within 80+ Ldn NZ (>10% incompatible development)

II.3.F Future Local Community Encroachment

II.3.F.1 Clear Zone Compatibility (worst case, all runway ends)

(Future Local/Regional Community Encroachment) - Incompatible Development Anticipated in Clear Zone (CZ)

Questionnaire Elements: II.6.B.1

- Green** Off-base development compatible (Percent incompatible = 0) within CZ
- Red** Off-base development incompatible (Percent incompatible > 0) within CZ

II.3.F.2 Accident Potential Zone I Compatibility Aggregate

(Future Local/Regional Community Encroachment) - Accident Potential Zone (APZ) I (For each runway end)

Questionnaire Elements: II.6.B.2

- Green** Future off-base development generally expected to be compatible within APZ I (0-5% incompatible development)
- Yellow** Future off-base development may become incompatible in some (limited) areas of APZ I (5-10% incompatible development)
- Red** Future off-base development may become significantly incompatible within APZ I (>10% incompatible development)

INSTALLATION EVALUATION CRITERIA

II.3.F.3

Accident Potential Zone II Compatibility Aggregate

(Future Local/Regional Community Encroachment) - Accident Potential Zone (APZ) II (For each runway end)

Questionnaire Elements: II.6.B.3

- Green** Future off-base development generally expected to be compatible within APZ II (0-5% incompatible development)
- Yellow** Future off-base development may become incompatible in some (limited) areas of APZ II (>5-10% incompatible development)
- Red** Future off-base development may become significantly incompatible within APZ II (>10% incompatible development)

II.3.F.4

Noise Zone (65-70 db) Compatibility Aggregate

(Future Local/Regional Community Encroachment) - 65-70 Ldn Noise Zones (NZ)

Questionnaire Elements: II.6.B.4

- Green** Future off-base development generally expected to be compatible within 65-70 Ldn NZ (0-5% incompatible development)
- Yellow** Future off-base development may become incompatible in some (limited) areas of 65-70 Ldn NZ (>5-10% incompatible development)
- Red** Future off-base development may become significantly incompatible within 65-70 Ldn NZ (>10% incompatible development)

II.3.F.5

Noise Zone (70-75 db) Compatibility Aggregate

(Future Local/Regional Community Encroachment) - 70-75 Ldn NZ

Questionnaire Elements: II.6.B.5

- Green** Future off-base development generally expected to be compatible within 70-75 Ldn NZ (0-5% incompatible development)
- Yellow** Future off-base development may become incompatible in some (limited) areas of 70-75 Ldn NZ (>5-10% incompatible development)
- Red** Future off-base development may become significantly incompatible within 70-75 Ldn NZ (>10% incompatible development)

INSTALLATION EVALUATION CRITERIA

II.3.F.6

Noise Zone (75-80 db) Compatibility Aggregate

(Future Local/Regional Community Encroachment) - 75-80 Ldn NZ

Questionnaire Elements: II.6.B.6

- Green** Future off-base development generally expected to be compatible within 75-80 Ldn NZ (0-5% incompatible development)
- Yellow** Future off-base development may become incompatible in some (limited) areas of 75-80 Ldn NZ (>5-10% incompatible development)
- Red** Future off-base development may become significantly incompatible within 75-80 Ldn NZ (>10% incompatible development)

II.3.F.7

Noise Zone (over 80 db) Compatibility Aggregate

(Future Local/Regional Community Encroachment) - Within 80 Ldn NZ and Above

Questionnaire Elements: II.6.B.7

- Green** Future off-base development generally expected to be compatible within 80+ Ldn NZ (0-5% incompatible development)
- Yellow** Future off-base development may become incompatible in some (limited) areas of 80+ Ldn NZ (>5-10% incompatible development)
- Red** Future off-base development may become significantly incompatible within 80+ Ldn NZ (>10% incompatible development)

II.4

Air Quality

II.4.A

Attainment Status

(The Environmental Impact) - Attainment Status

Questionnaire Elements: VIII.1.B.1

- Green** Ozone, carbon monoxide and PM-10 in attainment
- Yellow** Ozone, carbon monoxide or PM-10 is in maintenance or in nonattainment at marginal or moderate levels
- Red** Ozone, carbon monoxide or PM-10 is in nonattainment at serious, severe or extreme level.

INSTALLATION EVALUATION CRITERIA

II.4.B Restrictions

(The Environmental Impact) - Restrictions to Operations

Questionnaire Elements: VIII.1.E.*.* (block.restriction)

Green Not Yellow and not Red

Yellow 1 block ≥ 40 or 2 blocks ≥ 30 or 3 blocks ≥ 20

Red 1 Block ≥ 50 or 2 Blocks ≥ 40 or 3 Blocks ≥ 30

II.4.C Future Growth

Ability to accommodate additional operations

Questionnaire Elements: VIII.16.C.1, VIII.16.C.2, VIII.16.E.1, VIII.16.G.1.a, VIII.16.G.1.c, VIII.16.G.1.d, VIII.16.G.1.f, VIII.16.G.2.a, VIII.16.G.2.c, VIII.16.G.2.d, VIII.16.G.2.f, VIII.16.G.3.a, VIII.16.G.3.b, VIII.16.G.3.c, VIII.16.G.3.d, VIII.16.G.4.a, VIII.16.G.4.b, VIII.16.G.4.c, VIII.16.G.4.d, VIII.16.H

Green Carbon monoxide and ozone in attainment

Yellow Not Green And

[O₃ in Attainment Or Maintenance Or Nonattainment at Marginal Or (Nonattainment And VOC growth $\geq 10\%$ And NOX growth $\geq 20\%$)] And

[CO in Attainment Or Maintenance Or Nonattainment at Marginal Or (Nonattainment And No VMT limits)]

Red Anything else

II.5 Encroachment (Electronic)

(Satellite Control Bases)

II.5.A Overhead Obstructions

Overhead obstructions -- Are there any overhead obstructions which reduce electronic transfer?

Questionnaire Elements: I.2.K.3.a

Green Yes

Red No

INSTALLATION EVALUATION CRITERIA

II.5.B Ground Level Radiation

Ground Level Radiation -- Does base boundary or easements preclude ground level radiation?

Questionnaire Elements: I.2.K.3.c

Green Yes

Red No

II.5.C Electronic Devices

Electronic Devices -- Does base boundary or easements preclude the use of electronic devices?

Questionnaire Elements: I.2.K.3.b

Green Yes

Red No

II.6 ARC Billeting

II.6.A Billeting

Percent of reservists requiring billeting during drill weekends

Questionnaire Elements: IX.3.A

Green $\leq 27\%$

Yellow $> 27\%$ and $\leq 39\%$

Red $> 39\%$

II.6.B Commercial Billeting

Percent of billeting met by commercial billeting

Questionnaire Elements: IX.3.B

Green $\leq 33\%$

Yellow $> 33\%$ and $\leq 69\%$

Red $> 69\%$

INSTALLATION EVALUATION CRITERIA

III Contingency, Mobility, and Deployability

III.1 Maximum on Ground (MOG)

(Accomodate contingency, mobilization, future force at present and potential locations?) - What is the C-141 equivalent working maximum on (MOG)?

Questionnaire Elements: III.1.A.1

Green ≥ 4

Yellow < 4 and ≥ 2

Red < 2

III.2 Widebody Aircraft Operations

(Accomodate contingency, mobilization, future force at present and potential locations?) - Can airfield handle wide-body operations?

Questionnaire Elements: III.1.B

Green Can accommodate 3 types of widebody aircraft

Yellow Can accommodate 1 or 2 types of widebody aircraft

Red Accommodates no widebody aircraft

III.3 Fuel Hydrant System

(Accomodate contingency, mobilization, future force at present and potential locations?) - Does the base have an operational fuel hydrant system?

Green Yes

Yellow Yes with limitations

Red No

III.4 Fuel Storage by Pipeline

(Accomodate contingency, mobilization, future force at present and potential locations?) - Is base fuel storage facility serviced by pipeline?

Questionnaire Elements: III.1.D

Green Yes

Red No

INSTALLATION EVALUATION CRITERIA

III.5

CAT 1.1 Munitions Storage Capacity

(Accomodate contingency, mobilization, future force at present and potential locations?) - What is the CAT 1.1 munitions storage capacity of the base?

Questionnaire Elements: III.1.E.1, III.1.E.2

Green \geq 1700000 lbs Net Explosive Weight (NEW)

Yellow < 1700000 and ≥ 200000 NEW

Red < 200000 NEW

III.6

Hot Cargo Pad

(Accomodate contingency, mobilization, future force at present and potential locations?) - Dedicated hot cargo pad that can handle?

Green C-141 or larger aircraft

Yellow C-130 or larger

Red Smaller than C-130 or no dedicated hot cargo pad

III.7

Geographic Location

III.7.A

Ground Force Installation within 150 NM

(Accomodate contingency, mobilization, future force at present and potential locations?) - Geographic location - Is the base located within 150 NM of (a) A Ground Force Installation (Army/Marine forces)?

Questionnaire Elements: III.1.G.1

Green Yes

Red No

III.7.B

Rail Access within 150 NM

(Accomodate contingency, mobilization, future force at present and potential locations?) - Geographic location - Is the base located within 150 NM of (b) A Rail Access?

Questionnaire Elements: III.1.G.2

Green Yes

Red No

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III.7.C

Port Facility within 150 NM

(Accomodate contingency, mobilization, future force at present and potential locations?) - Geographic location - Is the base located within 150 NM of (c) A Port Facility?

Questionnaire Elements: III.1.G.3

Green Yes

Red No

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INSTALLATION EVALUATION CRITERIA

VII Community

VII.1 Off-Base Housing

VII.1.A Affordable

(Off base housing) - Affordable

Questionnaire Elements: VII.1.A.4

Green <= \$625 Monthly Price

Yellow > \$625 and <= \$938 Monthly Price

Red > \$938 Monthly Price

VII.1.B Suitable

(Off base housing) - Suitable

Questionnaire Elements: VII.1.A.3

Green <= 5% Unsuitable

Yellow > 5% and <= 14.999 Unsuitable

Red > 14.999 Unsuitable

VII.2 Transportation

VII.2.A Public Transportation

(Transportation) - Base served by public transportation

Questionnaire Elements: VII.1.B.1

Green Yes

Red No

VII.2.B Municipal Airport

(Transportation) - Access to municipal airports

Questionnaire Elements: VII.1.B.2

Green <= 25 from base

Yellow > 25 and <= 50 from base

Red > 50 miles from base

INSTALLATION EVALUATION CRITERIA

VII.2.C Air Carrier (Transportation) - Available air carrier service

Questionnaire Elements: VII.1.B.3

- Green** ≥ 3 carriers
- Yellow** < 3 and ≥ 2 carriers
- Red** < 2 carriers or commuter service

VII.2.D Time: Work Commute (Transportation) - Round trip commuting time to work

Questionnaire Elements: VII.1.B.4

- Green** ≤ 40 minutes
- Yellow** > 40 and ≤ 60 minutes
- Red** > 60 minutes

VII.3 Off-Base Recreation

VII.3.A Swimming Pool (Off-base recreation facilities) - Swimming pool

Questionnaire Elements: VII.1.C.1

- Green** ≤ 30 minute drive
- Yellow** > 30 and ≤ 45 minute drive
- Red** > 45 minute drive or not available

VII.3.B Movie Theater (Off-base recreation facilities) - Movie theater

Questionnaire Elements: VII.1.C.2

- Green** ≤ 30 minute drive
- Yellow** > 30 and ≤ 45 minute drive
- Red** > 45 minute drive or not available

INSTALLATION EVALUATION CRITERIA

VII.3.C

Public Golf Course

(Off-base recreation facilities) - Public golf course

Questionnaire Elements: VII.1.C.3

Green <= 30 minute drive

Yellow > 30 and <= 45 minute drive

Red > 45 minute drive or not available

VII.3.D

Bowling Lane

(Off-base recreation facilities) - Bowling lane

Questionnaire Elements: VII.1.C.4

Green <= 30 minute drive

Yellow > 30 and <= 45 minute drive

Red > 45 minute drive or not available

VII.3.E

Boating

(Off-base recreation facilities) - Boating

Questionnaire Elements: VII.1.C.5

Green <= 30 minute drive

Yellow > 30 and <= 45 minute drive

Red > 45 minute drive or not available

VII.3.F

Fishing

(Off-base recreation facilities) - Fishing

Questionnaire Elements: VII.1.C.6

Green <= 30 minute drive

Yellow > 30 and <= 45 minute drive

Red > 45 minute drive or not available

INSTALLATION EVALUATION CRITERIA

- VII.3.G Zoo**
(Off-base recreation facilities) - Zoo
Questionnaire Elements: VII.1.C.7
Green \leq 1.5 hour drive
Yellow > 1.5 and ≤ 2.5 hour drive
Red > 2.5 hour drive or not available
- VII.3.H Aquarium**
(Off-base recreation facilities) - Aquarium
Questionnaire Elements: VII.1.C.8
Green \leq 1.5 hour drive
Yellow > 1.5 and ≤ 2.5 hour drive
Red > 2.5 hour drive or not available
- VII.3.I Theme Park**
(Off-base recreation facilities) - Family theme park
Questionnaire Elements: VII.1.C.9
Green \leq 1.5 hour drive
Yellow > 1.5 and ≤ 2.5 hour drive
Red > 2.5 hour drive or not available
- VII.3.J Professional Sports**
(Off-base recreation facilities) - Professional sports
Questionnaire Elements: VII.1.C.10
Green \leq 1.5 hour drive
Yellow > 1.5 and ≤ 2.5 hour drive
Red > 2.5 hour drive or not available

INSTALLATION EVALUATION CRITERIA

VII.3.K Collegiate Sports
(Off-base recreation facilities) - Collegiate sports
Questionnaire Elements: VII.1.C.11
Green <= 1.5 hour drive
Yellow > 1.5 and <= 2.5 hour drive
Red > 2.5 hour drive or not available

VII.3.L Camping Facilities
(Off-base recreation facilities) - Camping facilities
Questionnaire Elements: VII.1.C.12
Green <= 1.5 hour drive
Yellow > 1.5 and <= 2.5 hour drive
Red > 2.5 hour drive or not available

VII.3.M Beaches
(Off-base recreation facilities) - Beaches
Questionnaire Elements: VII.1.C.13
Green <= 1.5 hour drive
Yellow > 1.5 and <= 2.5 hour drive
Red > 2.5 hour drive or not available

VII.3.N Winter Sports
(Off-base recreation facilities) - Winter sports
Questionnaire Elements: VII.1.C.14
Green <= 1.5 hour drive
Yellow > 1.5 and <= 2.5 hour drive
Red > 2.5 hour drive or not available

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VII.4 Shopping Mall
(Shopping facilities) - mall or similar shopping environment

Questionnaire Elements: VII.1.D

Green <= 20 minute drive
Yellow > 20 and <= 40 minute drive
Red > 40 minute drive

VII.5 Metro Center
Distance to Metropolitan center (Population of 100,000 or more)

Questionnaire Elements: VII.1.E

Green <= 1 hour drive
Yellow > 1 and <= 2 hour drive
Red > 2 hour drive

VII.6 Local Area Crime Rate

VII.6.A Violent Crime Rate
(Local area crime rate) - Violent Crime Rate (Per 100,000)

Questionnaire Elements: VII.1.F.1

Green <= 600
Yellow > 600 and <= 900
Red > 900

VII.6.B Property Crime Rate
(Local area crime rate) - Property Crime Rate (Per 100,000)

Questionnaire Elements: VII.1.F.2

Green <= 4000
Yellow > 4000 and <= 6000
Red > 6000

VII.7 Education

INSTALLATION EVALUATION CRITERIA

VII.7.A

Pupil/Teacher Ratio

Pupil to Teacher Ratio (Max allowed ratio) (grades K-12)

Questionnaire Elements: VII.2.A

Green ≤ 25 to 1

Yellow >25 to 1 and ≤ 30 to 1

Red > 30 to 1

VII.7.B

Four Year Programs

Do High Schools offer four year English and Math programs and a foreign language program

Questionnaire Elements: VII.2.B

Green ≥ 3 available

Yellow < 3 and ≥ 2 available

Red < 2 available

VII.7.C

Honors Programs

Does High Schools offer Honors program

Questionnaire Elements: VII.2.C

Green Yes

Red No

VII.7.D

Attend College

Students that go on to college (Uses numbers for local catchment or within 25 miles of base)

Questionnaire Elements: VII.2.D

Green $\geq 60\%$

Yellow $< 60\%$ and $\geq 40\%$

Red $< 40\%$

VII.7.E

Off-Base Education

INSTALLATION EVALUATION CRITERIA

VII.7.E.1 Vocational/Tech Training

(Opportunity for off-base education within 25 miles) - Vocational/technical training

Questionnaire Elements: VII.2.E.1

Green Yes

Red No

VII.7.E.2 Undergraduate College

(Opportunity for off-base education within 25 miles) - Undergraduate College

Questionnaire Elements: VII.2.E.2

Green Yes

Red No

VII.7.E.3 Graduate College

(Opportunity for off-base education within 25 miles) - Graduate College

Questionnaire Elements: VII.2.E.3

Green Yes

Red No

VII.8 Employment Opportunities

Likelihood of family or off-duty members to obtain employment in the area

Questionnaire Elements: VII.3.C, VII.3.D

Green Job growth > 2.1% and unemployment < 6.8%

Yellow Either growth > 2.1% or unemployment < 6.8% (and not green)

Red Job growth <= 2.1% and unemployment >= 6.8%

VII.9 Local Medical Care

VII.9.A Physicians

(Local Medical Care) - How does the number of physicians in the community compare to the national norm of 2.2 physicians/1000 population

Questionnaire Elements: VII.4.A

Green Greater than or equal

Red Less than

INSTALLATION EVALUATION CRITERIA

VII.9.B Hospital Beds

(Local Medical Care) - How does the number of hospital beds in the community compare to the national norm of 4.0 beds/1000 population

Questionnaire Elements: VII.4.B

Green Greater than or equal

Red Less than

VII.10 Recruitable Age (ARC Units)

Percent of the area population of recruitable age

Questionnaire Elements: IX.8

Green $\geq 20\%$

Yellow $> 20\% \leq 10\%$

Red $< 10\%$

VII.11 Other Local Reserve Units (ARC Units)

Number of other reserve component units in the local recruiting area

Questionnaire Elements: IX.12

Green ≤ 2 Units

Yellow > 2 Units and ≤ 10 Units

Red > 10 Units

VII.12 Population per Reserve Unit (ARC Units)

Population in recruiting area per reserve component unit

Questionnaire Elements: IX.12, IX.9

Green ≥ 200000

Yellow < 200000 and ≤ 75000

Red < 75000

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INSTALLATION EVALUATION CRITERIA

VII.13

Population (ARC Units)

Recruiting area's population

Questionnaire Elements: IX.9

Green ≥ 200000

Yellow < 200000 and ≥ 75000

Red < 75000

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INSTALLATION EVALUATION CRITERIA

VIII Environmental Impact

VIII.1 Water

(The Environmental Impact) - Water

Green Adequate water supplies and no known contaminants present

Yellow Suspect water supplies; contaminants present within a non-potable water zone

Red Inadequate water supplies and/or region within a state of over draft and/or contaminants detected within potable water sources

VIII.2 Asbestos

(The Environmental Impact) - Asbestos

Green $\leq 10\%$ facilities with asbestos containing materials (ACM)

Yellow 10% to 25% facilities with ACM; survey incomplete or unable to assess percentages

Red $> 25\%$ facilities with ACM

VIII.3 Biological

VIII.3.A Habitat

(The Environmental Impact) - Habitat

Questionnaire Elements: VIII.8.A, VIII.8.A.1, VIII.8.D

Green Resources not present

Yellow Resources present which do not currently constrain construction/operations

Red Resources present which constrain current construction/operations or require "work arounds" to support current operation

VIII.3.B Threatened and Endangered Species

(The Environmental Impact) - Threatened and Endangered Species (T&E)

Questionnaire Elements: VIII.9.A, VIII.9.B, VIII.9.C

Green Resources not present

Yellow Resources present which do not currently constrain construction/operations

Red Resources present which constrain current construction/operations or require "work arounds" to support current operation

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INSTALLATION EVALUATION CRITERIA

VIII.3.C

Wetlands

(The Environmental Impact) - Wetlands

Questionnaire Elements: VIII.10.A, VIII.10.D

Green Resources not present

Yellow Resources present which do not currently constrain construction/operations

Red Resources present which constrain current construction/operations or require "work arounds" to support current operation

VIII.3.D

Floodplains

(The Environmental Impact) - Floodplains

Questionnaire Elements: VIII.10.C, VIII.11.A, VIII.11.A.1

Green Floodplains not present on the base

Yellow Floodplains present which do not currently constrain construction/operations

Red Floodplains present which constrain current construction/operations or require "work arounds" to support current operations

VIII.4

Cultural

(The Environmental Impact) - Cultural

Questionnaire Elements: VII.12.A, VII.12.C, VII.12.D.4, VII.12.F

Green No existing cultural resources

Yellow Cultural resources are present, but do not currently constrain construction/operations, or base survey incomplete

Red Cultural resources are present and constrain current construction/operations

VIII.5

Installation Restoration Program (IRP)

(The Environmental Impact) - IRP

Questionnaire Elements: VIII.13.A.1, VIII.13.F

Green IRP sites do not exist on base; or it has been determined that no remedial action is required

Yellow IRP sites present which do not currently constrain construction/operations

Red IRP sites present which constrain construction (siting) activities/operations on base

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GRADING and WEIGHTING PROCESS

SECTION I - Current and Future Mission Requirements

The Section I evaluation consisted either of a weighted combination of 2 of the 7 **Level 2** grades within Section I or a direct transfer of 1 or 2 of the **Level 2** grades to the highest level (**Level 1**). For some subcategories, 2 Section I grades are displayed as a dual Section I grade when the tiering process is accomplished

Criterion	Title	Level 1	Level 2
I	Mission Effectiveness	Direct Display	
I.1	Flying Operations		Category Dependent
I.2	Missile Operations		Direct Display
I.3	Space Operations		Direct Display
I.4	Undergraduate Flying Training		Direct Display
I.5	Laboratory Evaluation		Direct Display
I.6	Depot Evaluation		Weighted
I.7	Test Center Evaluation		Weighted

- Direct Display - Grades(s) displayed during the tiering process
- Weighted - Two **Level 2** grades are combined to form a directly displayed **Level 1** grade
- Category Dependent - Varies according to the category and subcategory, i.e.
 - Small Aircraft - I.1 displayed as a single element Section I grade
 - Large Aircraft - I.1 and I.2 displayed as a dual element Section I grade
 - Test Centers - I.1 and I.7 combined into a single element Section I grade
 - UPT - I.1 is not used, I.4 is displayed as a single element Section I grade

Subelements I.2, I.4, I.5, I.6, and I.7 are direct input grades and have no lower levels in the Air Force evaluation process. I.2 is a weighted combination of classified information while the remaining subelements are derived from the joint cross service process. I.4, I.5, I.6, and I.7 have lower level details included in the appropriate appendix to describe how the Air Force replicated the Joint Cross Service Group process.

GRADING and WEIGHTING PROCESS

OVERVIEW: At the lowest level, each criterion is either assigned a grade automatically through an automated process or via a direct input where a large number of factors are manually evaluated and a grade is assigned. With the exception of certain aggregate criteria, these grades are either RED, YELLOW, or GREEN. To get to the next higher level, a weighted average of each grade on a level is computed and recoded as a grade. The weighted grade is

$$\text{Weighted_Grade} \equiv \frac{\sum_{\text{criterion}} (\text{Criterion_Grade} * \text{Criterion_Weight})}{\sum_{\text{criterion}} \text{Criterion_Weight}}$$

The numerical value of each Criterion grade is assigned based on the following table:

RED	RED +	YELLOW -	YELLOW	YELLOW +	GREEN -	GREEN
-1.00	-0.67	-0.33	0.00	0.33	0.67	1.00

If a grade has been marked as Not Applicable (No Grade), both the grade and the weight are omitted from the sums. Use of this formula allows the components of a level grade to be expressed as a percentage (0 to 100) or as a relative weight (N times as important). The color grade and the numeric grade (used in computations at the next higher level) of the weighted grade is determined based on the following table:

If Weighted_Grade Is	< -0.835	>= -0.835 < -0.500	>= -0.500 < -0.165	>= -0.165 < +0.165	>= +0.165 < +0.500	>= +0.500 < +0.835	>= +0.835
Then Color Grade Is	RED	RED +	YELLOW -	YELLOW	YELLOW +	GREEN -	GREEN
And Numeric Grade	-1.00	-0.67	-0.33	0.00	0.33	0.67	1.00

Color grades are assigned to elements in Criterion I, II, III, VII, and VIII. Numerical measures of merit are computed for Criterion IV, V, and VI. The analysis results are presented at the highest level (overall roll-up) for BCEG use in determining which of the 3 Tiers is used to characterize the base.

GRADING and WEIGHTING PROCESS

SECTION I Subelement 1 - Flying Mission

The Section I subelement 1 evaluation consisted of 4 components.

Criterion	Title	Level 2	Level 3	Level 4
I.1	Flying Operations	Category Dependent		
I.1.A	Operations Evaluation		Category Dependent	
I.1.A.1	Fighter - Operational Effectiveness			Category Dependent
I.1.A.2	Bomber - Operational Effectiveness			Category Dependent
I.1.A.3	Tanker - Operational Effectiveness			Category Dependent
I.1.A.4	Airlift - Operational Effectiveness			Category Dependent
I.1.B	Training Airspace		Category Dependent	
I.1.B.1	Existing Training Airspace			67
I.1.B.2	Future Training Availability			33
I.1.C	Airfield Evaluation		Category Dependent	
I.1.C.1	Runway/Taxiway for Fighter mission			25
I.1.C.2	Runway/Taxiway for Bomber mission			25
I.1.C.3	Runway/Taxiway for Tanker mission			25
I.1.C.4	Runway/Taxiway for Airlift mission			25
	ARC Evaluation		Category Dependent	
.1	Base Operating Support Integration			20
.2	ARC Operations			80

Category Dependent - Varies according to the category and subcategory, i.e.

Small Aircraft I.1 displayed as a single element Section I grade

I.1.A/I.1.B/I.1.C weighted at 70/20/10 respectively (I.1.D was not used)

I.1.A.1 was the sole element of I.1.A (I.1.A.2, I.1.A.3, and I.1.A.4 were not used)

Values for each Category Dependent weight are in the appendix for that category and subcategory.

GRADING and WEIGHTING PROCESS

SECTION I Subelement 1.A.1 - Flying Mission / Operations Evaluation / Fighter Operations Effectiveness

Criterion	Title	Level 4	Level 5	Level 6
I.1.A.1	Fighter - Operational Effectiveness	Category Dependent		
I.1.A.1.a	Fighter - Geographic Location	50		
I.1.A.1.a.1	Alternate Airfield			10
I.1.A.1.a.2	Divert Airfield			15
I.1.A.1.a.3	Ceiling and Visibility			30
I.1.A.1.a.4	Freezing Precipitation			10
I.1.A.1.a.5	Crosswind Component			10
I.1.A.1.a.6	Air Traffic Control Delays			10
I.1.A.1.a.7	Number of Runways			15
I.1.A.1.b	Fighter - Training Areas	40		
I.1.A.1.b.1	Supersonic Air Combat MOAs			16
I.1.A.1.b.2	Other Air Combat MOAs			7.5
I.1.A.1.b.3	Low Altitude MOAs			15
I.1.A.1.b.4	Scorable Range Complexes			16
I.1.A.1.b.5	Electronic Combat Ranges			7.5
I.1.A.1.b.6	Ground Forces/Tactical Aircraft Employment			7.5
I.1.A.1.b.7	Air Combat Maneuvering Instrumentation Ranges			15
I.1.A.1.b.8	Full Scale Weapons Drop Ranges			7.5
I.1.A.1.b.9	Visual Routes/Instrument Routes (VR/IR)			8
I.1.A.1.c	Airspace/Training Area Growth Potential	5		
I.1.A.1.d	Composite/Integrated Force Training	5		

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GRADING and WEIGHTING PROCESS

SECTION I Subelement 1.A.2 - Flying Mission / Operations Evaluation / Bomber Operations Effectiveness

Criterion	Title	Level 4	Level 5	Level 6
I.1.A.2	Bomber - Operational Effectiveness	Category Dependent		
I.1.A.2.a	Bomber - Geographic Location		60	
I.1.A.2.a.1	Alternate Base			10
I.1.A.2.a.2	Ceiling and Visibility			25
I.1.A.2.a.3	Freezing Precipitation			15
I.1.A.2.a.4	Crosswind Component			15
I.1.A.2.a.5	Air Traffic Control Delays			10
I.1.A.2.a.6	Number of Runways			25
I.1.A.2.b	Bomber - Training Areas		30	
I.1.A.2.b.1	Low Altitude MOAs			7
I.1.A.2.b.2	Scorable Range Distance			21
I.1.A.2.b.3	Tactical Training Range Complex (TTRC) Distance			13
I.1.A.2.b.4	Electronic Combat Range Distance			13
I.1.A.2.b.5	Full Scale Weapons Drop Range Availability			13
I.1.A.2.b.6	Visual Routes/Instrument Routes (VR/IR)			33
I.1.A.2.c	Airspace/Training Area Growth Potential		10	

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GRADING and WEIGHTING PROCESS

SECTION I Subelement 1.A.3 - Flying Mission / Operations Evaluation / Tanker Operations Effectiveness

Criterion	Title	Level 4	Level 5	Level 6
I.1.A.3	Tanker - Operational Effectiveness	Category Dependent		
I.1.A.3.a	Alternate Airfield		7	
I.1.A.3.b	Ceiling and Visibility		13	
I.1.A.3.c	Freezing Precipitation		7	
I.1.A.3.d	Crosswind Component		7	
I.1.A.3.e	Air Traffic Control Delays		13	
I.1.A.3.f	Tanker Saturation		27	
I.1.A.3.g	Refueling Events within 700 NM		13	
I.1.A.3.h	Concentrated Receiver Area Distance		13	

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GRADING and WEIGHTING PROCESS

SECTION I Subelement 1.A.4 - Flying Mission / Operations Evaluation / Airlift Operations Effectiveness

Criterion	Title	Level 4	Level 5	Level 6
I.1.A.4	Airlift - Operational Effectiveness	Category Dependent		
I.1.A.4.a	Airlift - Geographic Location		67	
I.1.A.4.a.1	Alternate Airfield			7
I.1.A.4.a.2	Ceiling and Visibility			13
I.1.A.4.a.3	Freezing Precipitation			7
I.1.A.4.a.4	Crosswind Component			7
I.1.A.4.a.5	Air Traffic Control Delays			13
I.1.A.4.a.6	Mobility/deployability			53
I.1.A.4.b	Airlift - Training Areas		33	
I.1.A.4.b.1	Drop Zones (DZs) Formation/day/personnel			7.375
I.1.A.4.b.2	Instrument Routes for DZs (personnel)			7.375
I.1.A.4.b.3	Slow Routes for DZs (personnel)			7.375
I.1.A.4.b.4	Landing Zones - Closest			7.375
I.1.A.4.b.5	DZs - Formation/day/heavy equipment			14
I.1.A.4.b.6	Instrument Routes for DZs (equipment)			7.375
I.1.A.4.b.7	Slow Routes for DZs (equipment)			7.375
I.1.A.4.b.8	Airdrop Employment			27
I.1.A.4.b.9	Full-Scale Airdrop Range			7.375
I.1.A.4.b.10	Air Refueling Routes			7.375

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GRADING and WEIGHTING PROCESS

SECTION I Subelement 1.B - Flying Mission / Training Airspace

Criterion	Title	Level 3	Level 4	Level 5
I.1.B	Training Airspace	Category Dependent		
I.1.B.1	Existing Training Airspace		67	
I.1.B.1.a	Military Operating Areas/Bombing Ranges			33
I.1.B.1.b	Military Training Routes			67
I.1.B.2	Future Training Availability		33	
I.1.B.2.a	Military Operating Areas/Bombing Ranges			33
I.1.B.2.b	Military Training Routes			67

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GRADING and WEIGHTING PROCESS

SECTION I Subelement 1.D - Flying Mission / ARC Evaluation

Criterion	Title	Level 3	Level 4	Level 5	Level 6
I.1.D	ARC Evaluation	Cat Dependent			
I.1.D.1	Base Operating Support Integration		20		
I.1.D.1.a	Petroleum, Oils, Lubricants			20	
I.1.D.1.b	Security			20	
I.1.D.1.c	Base Supply			20	
I.1.D.1.d	Tower/Air Traffic Control			20	
I.1.D.1.e	Base Civil Engineering			20	
I.1.D.2	ARC Operations		80		
I.1.D.2.a	ARC Fighter Operations			Cat Dependent	
I.1.D.2.a.1	Supersonic Air Combat MOAs				15
I.1.D.2.a.2	Other Air Combat MOAs				15
I.1.D.2.a.3	Low altitude MOAs				15
I.1.D.2.a.4	Scorable Range complexes				15
I.1.D.2.a.5	Electronic Combat Range within 250 NM				8
I.1.D.2.a.6	Ground Forces/Tactical Aircraft Employment				8
I.1.D.2.a.7	Air Combat Maneuvering Instrumentation Ranges				8
I.1.D.2.a.8	Full Scale Weapons Drop Ranges				8
I.1.D.2.a.9	Visual Routes/Instrument Routes (VR/IR)				8
I.1.D.2.b	ARC Tanker Operations			Cat Dependent	
I.1.D.2.b.1	Refueling Events within 700 NM				33
I.1.D.2.b.2	Tanker Saturation				33
I.1.D.2.b.3	Distance to Concentrated Receiver Area				33
I.1.D.2.c	ARC Airlift Operations			Cat Dependent	
I.1.D.2.c.1	DZs - Formation/day/heavy equipment				25
I.1.D.2.c.2	Airdrop Employment Requirements				25
I.1.D.2.c.3	Full Scale Airdrop Availability				25
I.1.D.2.c.4	Number of Visual/Instrument Routes				25

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GRADING and WEIGHTING PROCESS

SECTION I Subelement 3 - Space Operations

Criterion	Title	Level 2	Level 3	Level 4	Level 5
I.3	Space Operations	Direct Display			
I.3.A	Mission Capacity		50		
I.3.A.1	Future Mission Projection			33	
I.3.A.2	Capable of Core			33	
I.3.A.3	Future Mission Compatability			33	
I.3.B	Mission Support		30		
I.3.B.1	Data Transmission Bandwidth			50	
I.3.B.1.a	Satellite Terminals				50
I.3.B.1.b	Base Communications Infrastructure				50
I.3.B.2	Processing Capacity - Control Points			25	
I.3.B.2	Processing Capacity - CPU Equivalents			25	
I.3.C	Risk		20		
I.3.C.1	Security Waivers			33	
I.3.C.2	Operational Hours Lost			33	
I.3.C.3	Sustain Core Operations			33	

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GRADING and WEIGHTING PROCESS

SECTION I Subelement 5 - Labs and Product Centers

Criterion	Title	Level 2	Level 3	Level 4
I.5	Laboratory Evaluation	Direct Display		
I.5.A	Priority		25	
I.5.A.1	Budgeted			40
I.5.A.2	Pre-eminence			30
I.5.A.3	In-House Capability			30
I.5.B	Workload		25	
I.5.B.1	Actual Workload			30
I.5.B.2	Number of Programs			30
I.5.B.3	Average Direct Funding			40
I.5.C	Personnel		25	
I.5.C.1	Total Personnel			30
I.5.C.2	Education Level			20
I.5.C.3	Experience Level			20
I.5.C.4	Patents Awarded			15
I.5.C.5	Papers Published			15
I.5.D	Facilities and Equipment		10	
I.5.D.1	Major Facilities			70
I.5.D.2	Land Use			30
I.5.E	Location		15	
I.5.E.1	Interconnectivity			25
I.5.E.2	Geographic/Climatological Features			25
I.5.E.3	Special Support Infrastructure			25
I.5.E.4	Proximity to Mission Related Organizations			25

GRADING and WEIGHTING PROCESS

SECTION I Subelement 6 - Depots

Criterion	Title	Level 2	Level 3	Level 4
I.6	Depot Evaluation	Weighted		
I.6.A	Commodity Analysis	80		
I.6.A.1	Transport, Tanker, Bomber			3
I.6.A.2	Engines			3
I.6.A.3	All software			3
I.6.A.4	Fighter			3
I.6.A.5	Avionics			3
I.6.A.6	Ground CE			3
I.6.A.7	Aircraft structures			2
I.6.A.8	Aircraft components (other)			2
I.6.A.9	Instruments			2
I.6.A.10	All missiles			2
I.6.A.11	Hydraulic/Pneumatics			2
I.6.A.12	Landing gear			2
I.6.A.13	TMDE			2
I.6.A.14	Command and Control aircraft			2
I.6.A.15	General purpose (other)			1
I.6.A.16	Munitions (aviation)			1
I.6.A.17	Propellers			1
I.6.A.18	APUs			1
I.6.A.19	Ground generators			1
I.6.B	Costs Analysis	20		
I.6.B.1	Annual Operating Costs			50
I.6.B.2	Labor Rates			50

I.6.A.1 thru I.6.A.19 are sums of individual weighted scores. I.A.6 is calculated initially as a weighted sum, and then translated to a color grade using a mean and standard deviation scheme. I.6.B.1 and I.6.B.2 are assigned color grades using a mean and standard deviation scheme. Once they are assigned color grades, the standard Air Force method of computing weighted averages is used.

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GRADING and WEIGHTING PROCESS

SECTION I Subelement 7 - Test and Evaluation Centers

Criterion	Title	Level 2	Level 3
I.7	Test Center Evaluation	Weighted	
I.7.A	Armament and Weapons		70
I.7.B	Electronic Combat		15
I.7.C	Air Vehicles		15

Actual weights in this category are dependant on the mission of the facility, with the most weight being assigned to component reflecting the primary mission. All evaluated facilities in the Test and Evaluation subcategory have armament and weapons as their primary mission.

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GRADING and WEIGHTING PROCESS

SECTION I Subelement 7.A - Test and Evaluation Centers / Armament and Weapons

Criterion	Title	Level 3	Level 4	Level 5
I.7.A	Armament and Weapons	70		
I.7.A.1	Physical Value		65	
I.7.A.1.a	Critical Air & Sea Space			70
I.7.A.1.b	Topographic			10
I.7.A.1.c	Climatic			10
I.7.A.1.d	Encroachment			5
I.7.A.1.e	Environment			5
I.7.A.2	Technical Value		35	
I.7.A.2.a	Digital Models and Simulations			5
I.7.A.2.b	Measurement Facilities			15
I.7.A.2.c	Integration Labs			5
I.7.A.2.d	Hardware-In-The-Loop			15
I.7.A.2.e	Installed Systems Test Facilities			20
I.7.A.2.f	Open Air Ranges			40

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GRADING and WEIGHTING PROCESS

SECTION I Subelement 7.B - Test and Evaluation Centers / Electronic Combat

Criterion	Title	Level 3	Level 4	Level 5
I.7.B	Electronic Combat	15		
I.7.B.1	Physical Value		65	
I.7.B.1.a	Critical Air & Sea Space			70
I.7.B.1.b	Topographic			10
I.7.B.1.c	Climatic			10
I.7.B.1.d	Encroachment			5
I.7.B.1.e	Environment			5
I.7.B.2	Technical Value		35	
I.7.B.2.a	Digital Models and Simulations			5
I.7.B.2.b	Measurement Facilities			15
I.7.B.2.c	Integration Labs			5
I.7.B.2.d	Hardware-In-The-Loop			15
I.7.B.2.e	Installed Systems Test Facilities			20
I.7.B.2.f	Open Air Ranges			40

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GRADING and WEIGHTING PROCESS

SECTION I Subelement 7.C - Test and Evaluation Centers / Air Vehicles

Criterion	Title	Level 3	Level 4	Level 5
I.7.C	Air Vehicles	15		
I.7.C.1	Physical Value		65	
I.7.C.1.a	Critical Air & Sea Space			70
I.7.C.1.b	Topographic			10
I.7.C.1.c	Climatic			10
I.7.C.1.d	Encroachment			5
I.7.C.1.e	Environment			5
I.7.C.2	Technical Value		35	
I.7.C.2.a	Digital Models and Simulations			5
I.7.C.2.b	Measurement Facilities			15
I.7.C.2.c	Integration Labs			5
I.7.C.2.d	Hardware-In-The-Loop			15
I.7.C.2.e	Installed Systems Test Facilities			20
I.7.C.2.f	Open Air Ranges			40

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GRADING and WEIGHTING PROCESS

SECTION II - Availability and Conditions of Land, Facilities, and Associated Airspace

The Section II evaluation consisted of an overall evaluation up to 4 of the Level 2 grades.

Criterion	Title	Level 1	Level 2	Level 3
II	Availability and Condition of Land, Facilities, and Associated Airspace	Direct Display		
II.1	Facilities Base		Category Dependent	
II.1.A	Facilities Capacity: Base			45
II.1.B	Facilities Condition: Building aggregate			15
II.1.C	Facilities Condition: Infrastructure			25
II.1.D	Unique Facilities			5
II.1.E	Utility Capacity			10
II.2	Facilities Housing		Category Dependent	
II.2.A	Facilities Capacity: Housing			40
II.2.B	Facilities Condition: Housing			60
II.3	Encroachment (Airfield)		Category Dependent	
II.4	Air Quality		Category Dependent	
II.4.A	Attainment Status			10
II.4.B	Restrictions			40
II.4.C	Future Growth			50
II.5	Encroachment (Electronic)		Category Dependent	
II.5.A	Overhead Obstructions			33
II.5.B	Ground Level Radiation			33
II.5.C	Electronic Devices			33
II.6	ARC Billieing		Category Dependent	
II.6.A	Billieing			60
II.6.B	Commercial Billieing			40

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GRADING and WEIGHTING PROCESS

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SECTION II Subelement 3 - Encroachment (Airfield)

Criterion	Title	Level 2	Level 3	Level 4
II.3	Encroachment (Airfield)	Category Dependent		
II.3.A	Existing Associated (Special Use) Airspace		Category Dependent	
II.3.A.1	Military Operating Areas/Restricted Airspace			40
II.3.A.2	Bomb Ranges/Drop Zones			50
II.3.A.3	Low Levels			10
II.3.B	Future Associated (Special Use) Airspace		Category Dependent	
II.3.B.1	Military Operating Areas/Restricted Airspace			40
II.3.B.2	Bomb Ranges/Drop Zones			50
II.3.B.3	Low Levels			10
II.3.C	Existing Local/Regional Airspace Encroachment		Category Dependent	
II.3.D	Future Local/Regional Airspace Encroachment		Category Dependent	
II.3.E	Existing Local Community Encroachment		Category Dependent	
II.3.E.1	Clear Zone Compatibility (worst case)			5
II.3.E.2	Accident Potential Zone I Compatibility Aggregate			30
II.3.E.3	Accident Potential Zone II Compatibility Aggregate			10
II.3.E.4	Noise Zone (65-70 db) Compatibility Aggregate			5
II.3.E.5	Noise Zone (70-75 db) Compatibility Aggregate			10
II.3.E.6	Noise Zone (75-80 db) Compatibility Aggregate			15
II.3.E.7	Noise Zone (over 80 db) Compatibility Aggregate			25
II.3.F	Future Local Community Encroachment		Category Dependent	
II.3.F.1	Clear Zone Compatibility (worst case)			5
II.3.F.2	Accident Potential Zone I Compatibility Aggregate			30
II.3.F.3	Accident Potential Zone II Compatibility Aggregate			10
II.3.F.4	Noise Zone (65-70 db) Compatibility Aggregate			5
II.3.F.5	Noise Zone (70-75 db) Compatibility Aggregate			10
II.3.F.6	Noise Zone (75-80 db) Compatibility Aggregate			15
II.3.F.7	Noise Zone (over 80 db) Compatibility Aggregate			25

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GRADING and WEIGHTING PROCESS

SECTION III - Ability to accommodate Contingency, Mobilization, and Future Total Force Requirements

The Section III evaluation is standardized over all subcategories.

Criterion	Title	Level 1	Level 2	Level 3
III	Contingency, Mobility, and Deployability	Direct Display		
III.1	Maximum on Ground (MOG)		20	
III.2	Widebody Aircraft Operations		20	
III.3	Fuel Hydrant System		15	
III.4	Fuel Storage by Pipeline		10	
III.5	CAT 1.1 Munitions Storage Capacity		15	
III.6	Hot Cargo Pad		5	
III.7	Geographic Location		15	
III.7.A	Ground Force Installation within 150 NM			33
III.7.B	Rail Access within 150 NM			33
III.7.C	Port Facility within 150 NM			33

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GRADING and WEIGHTING PROCESS

SECTION IV- Costs and Manpower Implications

The Section IV evaluation is standardized over all subcategories. It consists of 2 (separated by a /) numbers calculated by the COBRA DoD standard costing model.:

One time closure costs (in millions of dollars) - programming impact, includes environmental compliance costs and excludes one-time environmental restoration costs.

20 year net present value (in millions of dollars) - Savings (costs are negative) derived by discounting costs and savings over a 20 year period.

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GRADING and WEIGHTING PROCESS

SECTION V- Return on Investment

The Section V evaluation is standardized over all subcategories. It consists of a single number calculated by the COBRA DoD standard costing model, and represents the number of years from closure to payback. Payback computed from net present value analysis using OMB Circular A-94.

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GRADING and WEIGHTING PROCESS

SECTION VI- Economic Impact on Communities

The Section VI evaluation is standardized over all subcategories. It consists of the projected number of jobs lost (direct and indirect) if the base is closed. The projection is expressed as an absolute number and as a percentage of the total employment in the community (in parentheses). An asterisk following the numbers indicates the figures also include job losses or gains from BRAC actions during previous rounds and by other services during this round.

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GRADING and WEIGHTING PROCESS

SECTION VII - Community Infrastructure Support to Forces, Mission, and Personnel

The Section VII evaluation consisted of an overall evaluation up to 9 of the Level 2 grades. All active duty installations use the first 9 subelements while reserve component installations use the other 4.

Criterion	Title	Level 1	Level 2	Level 3
VII	Community	Direct Display		
VII.1	Off-Base Housing		Category Dependent	
VII.1.A	Affordable			50
VII.1.B	Suitable			50
VII.2	Transportation		Category Dependent	
VII.2.A	Public Transportation			20
VII.2.B	Municipal Airport			20
VII.2.C	Air Carrier			20
VII.2.D	Time: Work Commute			40
VII.3	Off-Base Recreation		Category Dependent	
VII.4	Shopping Mall		Category Dependent	
VII.5	Metro Center		Category Dependent	
VII.6	Local Area Crime Rate		Category Dependent	
VII.6.A	Violent Crime Rate			50
VII.6.B	Property Crime Rate			50
VII.7	Education		Category Dependent	
VII.8	Employment Opportunities		Category Dependent	
VII.9	Local Medical Care		Category Dependent	
VII.9.A	Physicians			50
VII.9.B	Hospital Beds			50
VII.10	Recruitable Age (ARC Units)		Category Dependent	
VII.11	Other Local Reserve Units (ARC Units)		Category Dependent	
VII.12	Population per Reserve Unit (ARC Units)		Category Dependent	
VII.13	Population (ARC Units)		Category Dependent	

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GRADING and WEIGHTING PROCESS

SECTION VII Subelement 3 - Off-base Recreation

Criterion	Title	Level 2	Level 3
VII.3	Off-Base Recreation	Category Dependent	
VII.3.A	Swimming Pool		7
VII.3.B	Movie Theater		7
VII.3.C	Public Golf Course		7
VII.3.D	Bowling Lane		7
VII.3.E	Boating		7
VII.3.F	Fishing		7
VII.3.G	Zoo		7
VII.3.H	Aquarium		7
VII.3.I	Theme Park		7
VII.3.J	Professional Sports		7
VII.3.K	Collegiate Sports		7
VII.3.L	Camping Facilities		7
VII.3.M	Beaches		7
VII.3.N	Winter Sports		7

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GRADING and WEIGHTING PROCESS

SECTION VII Subelement 7 - Education

Criterion	Title	Level 2	Level 3	Level 4
VII.7	Education	Category Dependent		
VII.7.A	Pupil/Teacher Ratio		12.5	
VII.7.B	Four Year Programs		12.5	
VII.7.C	Honors Programs		12.5	
VII.7.D	Attend College		12.5	
VII.7.E	Off-Base Education		50	
VII.7.E.1	Vocational/Tech Training			25
VII.7.E.2	Undergraduate College			50
VII.7.E.3	Graduate College			25

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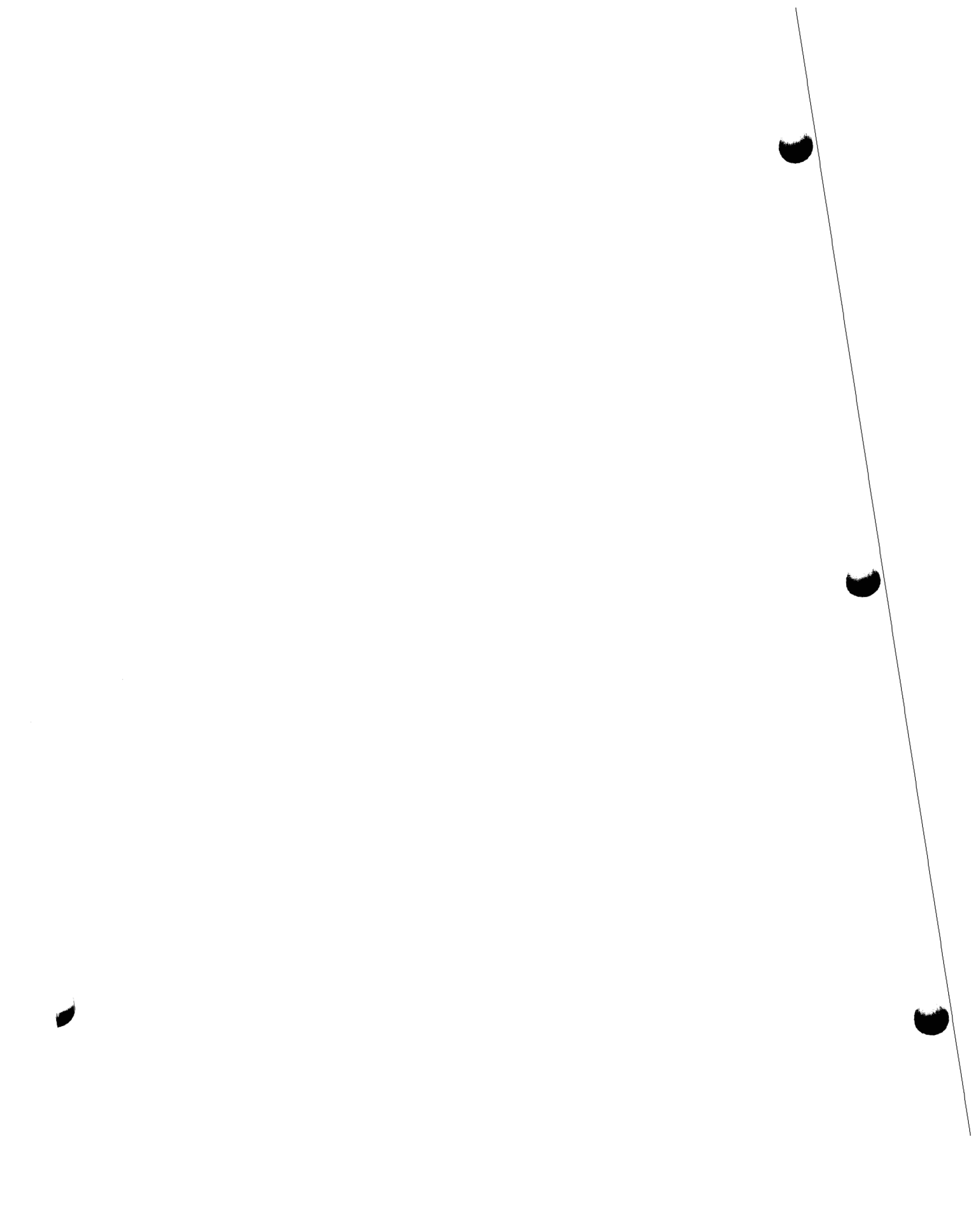
GRADING and WEIGHTING PROCESS

SECTION VIII - Environmental Impact (Assessment of Existing Conditions)

The Section VIII evaluation is standardized for all categories.

Criterion	Title	Level 1	Level 2	Level 3
VIII	Environmental Impact	Direct Display		
VIII.1	Water		40	
VIII.2	Asbestos		5	
VIII.3	Biological		25	
VIII.3.A	Habitat			10
VIII.3.B	Threatened and Endangered Species			25
VIII.3.C	Wetlands			45
VIII.3.D	Floodplains			20
VIII.4	Cultural		15	
VIII.5	Installation Restoration Program (IRP)		15	

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

OVERVIEW: The Large Aircraft Subcategory consists of bases which support the bomber, tanker, and airlift missions. Bases in the Large Aircraft Subcategory are:

Altus AFB, Oklahoma
 Charleston AFB, South Carolina
 Ellsworth AFB, South Dakota
 Little Rock AFB, Arkansas
 McGuire AFB, New Jersey
 Scott AFB, Illinois

Barksdale AFB, Louisiana
 Dover AFB, Delaware
 Fairchild AFB, Washington
 Malmstrom AFB, Montana
 Minot AFB, North Dakota
 Travis AFB, California

Beale AFB, California
 Dyess AFB, Texas
 Grand Forks AFB, North Dakota
 McConnell AFB, Kansas
 Offutt AFB, Nebraska
 Whiteman AFB, Missouri

ATTRIBUTES: Important attributes of large aircraft bases depend on the type mission of the primary assigned aircraft.

ATTRIBUTE:	BOMBER MISSION	TANKER MISSION	AIRLIFT MISSION
Survivability	✓		
Adequate weapons storage	✓		
Geographically located with adequate tanker support	✓		
Proximity to receiver units		✓	
High capacity refueling systems		✓	✓
Minimum traffic congestion/ATC delays	✓	✓	
Access to low level routes	✓		
Access to bombing ranges	✓		
Proximity to major airlift customers			✓
Proximity to drop/landing zones			✓
Proximity to east or west coast			✓
Large passenger handling facilities			✓
Runway and flight line facilities which support large aircraft	✓	✓	✓
Low encroachment ground/airspace	✓	✓	✓

Important attributes of missile bases are detailed in Appendix 12 (classified).

SPECIAL ANALYSIS METHOD: The Large Aircraft Subcategory analysis reflected the same method for Criteria II - VIII as the overall Air Force process, a mission dependent Criterion I analysis was developed for this subcategory. Additionally, the two primary elements of Criterion I, Flying Operations and Missile Operations, were not combined into a single Criterion I grade.

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

SUBCATEGORY DEPENDENT WEIGHTS: (See Appendix 2 for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness				II Facilities Availability and Condition			VII Community	
I.1 Flying Operations	-			II.1 Facilities Base	25%		VII.1 Off-base Housing	14%
I.1.A Operations Evaluation		88%		II.2 Facilities Housing	10%		VII.2 Transportation	7%
I.1.A.1 EXCLUDED			N/A	II.3 Encroachment (Airfield)	25%		VII.3 Off-base Recreation	7%
I.1.A.2 Bomber Operations			*	II.3.A Existing Assoc Airsp		15%	VII.4 Shopping Mall	7%
I.1.A.3 Tanker Operations			*	II.3.B Future Assoc Airsp		15%	VII.5 Metro Center	7%
I.1.A.4 Airlift Operations			*	II.3.C Existing Local Area		5%	VII.6 Local Area Crime Rate	14%
I.1.B EXCLUDED		N/A		II.3.D Future Local Area		5%	VII.7 Education	14%
I.1.C Airfield Evaluation		12%		II.3.E Existing Local Comm		35%	VII.8 Employment Opportunities	14%
I.1.D EXCLUDED		N/A		II.3.F Future Local Comm		25%	VII.9 Local Medical Care	14%
I.2 Missile Operations	-			II.4 Air Quality	40%		VII.10 thru VII.14 EXCLUDED	N/A
I.3 thru I.7 EXCLUDED	N/A			II.5 and II.6 EXCLUDED	N/A			

* Weights are dependent on the primary mission at each base.

Mission	I.1.A.2	I.1.A.3	I.1.A.4	Bases:	
BOMBER	70%	15%	15%	Barksdale AFB, Louisiana	Dyess AFB, Texas
				Ellsworth AFB, South Dakota	Minot AFB, North Dakota
				Whiteman AFB, Missouri	
TANKER	15%	70%	15%	Beale AFB, California	Fairchild AFB, Washington
				Grand Forks AFB, North Dakota	Malmstrom AFB, Montana
				McConnell AFB, Kansas	Offutt AFB, Nebraska
AIRLIFT	15%	15%	70%	Altus AFB, Oklahoma	Charleston AFB, South Carolina
				Dover AFB, Delaware	Little Rock AFB, Arkansas
				McGuire AFB, New Jersey	Scott AFB, Illinois
				Travis AFB, California	

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

OVERALL

*Mission (Flying)
Requirements*

*Mission (Missile)
Requirements*

*Facilities and
Infrastructure*

*Contingency
and Mobility*

*Costs and
Manpower
Implications*

*Return on
Investment*

*Economic
Impact*

Community

*Environmental
Impact*

Base Name	I.1	I.2	II	III	IV	V	VI	VII	VIII
Altus AFB	Green	No Grade	Green -	Green -	433/ 18	20	4,827 (35.0%)*	Yellow	Green -
Barksdale AFB	Green -	No Grade	Green -	Green -	221/-378	5	8,906 (5.0%)*	Green -	Yellow
Beale AFB	Green	No Grade	Yellow +	Green -	199/-567	3	4,829 (8.7%)*	Yellow	Yellow +
Charleston AFB	Green -	No Grade	Yellow +	Green -	423/-100	14	33,750 (11.9%)*	Yellow +	Yellow +
Dover AFB	Green	No Grade	Yellow -	Green -	322/-314	8	7,855 (12.6%)	Green -	Red +
Dyess AFB	Green	No Grade	Green -	Green -	132/-443	3	5,898 (8.2%)*	Green -	Green -
Ellsworth AFB	Yellow +	No Grade	Green	Green -	41/-849	1	5,529 (8.4%)*	Green -	Yellow
Fairchild AFB	Green -	No Grade	Green -	Green -	300/-306	8	8,442 (4.0%)	Yellow +	Yellow +
Grand Forks AFB	Yellow +	Red	Green -	Yellow +	129/-731	2	6,934 (15.4%)	Yellow +	Yellow +
Little Rock AFB	Green -	No Grade	Green -	Green -	328/-347	8	8,241 (2.5%)	Yellow +	Yellow +
Malmstrom AFB	Green -	Green	Green -	Yellow	32/-797	1	6,695 (15.2%)*	Yellow +	Green -
McConnell AFB	Green -	No Grade	Green -	Green -	224/-347	6	6,825 (2.2%)*	Green -	Yellow +
McGuire AFB	Green	No Grade	Yellow	Green -	624/-386	10	37,133 (1.4%)*	Yellow +	Yellow
Minot AFB	Yellow +	Yellow	Green -	Yellow +	59/-801	1	6,541 (18.4%)	Green -	Green -
Offutt AFB	Yellow +	No Grade	Green	Yellow +	515/-151	13	16,495 (3.9%)	Green -	Yellow +
Scott AFB	Yellow	No Grade	Yellow +	Yellow	240/-528	5	15,929 (1.1%)	Yellow +	Yellow +
Travis AFB	Green	No Grade	Yellow	Green -	847/-207	14	32,632 (16.4%)*	Yellow +	Yellow
Whiteman AFB	Green -	No Grade	Green -	Yellow +	326/-383	7	4,440 (10.6%)*	Yellow +	Green -

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1 MISSION REQUIREMENTS - FLYING

*Operational
Effectiveness*

*Airfield
Capabilities*

*Flying
Mission*

Base Name	I.1.A	I.1.C	I.1
Altus AFB	Green	Green -	Green
Barksdale AFB	Green -	Green	Green -
Beale AFB	Green	Green -	Green
Charleston AFB	Green -	Green -	Green -
Dover AFB	Green	Green -	Green
Dyess AFB	Green -	Green	Green -
Ellsworth AFB	Yellow +	Green -	Yellow +
Fairchild AFB	Green -	Green -	Green -
Grand Forks AFB	Yellow +	Green	Yellow +
Little Rock AFB	Green -	Yellow -	Green -
Malmstrom AFB	Green -	Green -	Green -
McConnell AFB	Green -	Green	Green -
McGuire AFB	Green	Green -	Green
Minot AFB	Green -	Green	Green -
Offutt AFB	Yellow +	Green -	Yellow +
Scott AFB	Yellow +	Red	Yellow
Travis AFB	Green	Green -	Green
Whiteman AFB	Green -	Green -	Green -

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A FLYING MISSION EFFECTIVENESS

Base Name	<i>Bomber Operational Effectiveness</i>	<i>Tanker Operational Effectiveness</i>	<i>Airlift Operational Effectiveness</i>	<i>Effectiveness</i>
	I.1.A.2	I.1.A.3	I.1.A.4	I.1.A
Altus AFB	Green	Green -	Green	Green
Barksdale AFB	Green	Green -	Yellow +	Green -
Beale AFB	Green	Green	Green -	Green
Charleston AFB	Green	Green	Green -	Green -
Dover AFB	Green -	Yellow +	Green	Green
Dyess AFB	Green	Green -	Green	Green
Ellsworth AFB	Green -	Yellow +	Yellow +	Yellow +
Fairchild AFB	Green -	Yellow +	Green -	Green -
Grand Forks AFB	Green -	Yellow +	Yellow	Yellow +
Little Rock AFB	Green -	Green -	Green -	Green -
Malmstrom AFB	Green -	Yellow +	Green -	Green -
McConnell AFB	Green -	Green -	Yellow +	Green -
McGuire AFB	Green -	Yellow +	Green	Green
Minot AFB	Yellow +	Yellow +	Green -	Yellow +
Offutt AFB	Green -	Yellow +	Yellow +	Yellow +
Scott AFB	Green -	Yellow +	Yellow +	Yellow +
Travis AFB	Green	Green	Green	Green
Whiteman AFB	Green -	Green -	Yellow +	Green -

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.2 BOMBER MISSION OPERATIONAL EFFECTIVENESS

	<i>Geographic Location</i>	<i>Training Areas</i>	<i>Airspace/Training Area Growth</i>	<i>Bomber Effectiveness</i>
Base Name	I.1.A.2.a	I.1.A.2.b	I.1.A.2.c	I.1.A.2
Altus AFB	Green	Green	Green	Green
Barksdale AFB	Green	Green	Green	Green
Beale AFB	Green	Green	Green	Green
Charleston AFB	Green	Green	Yellow	Green
Dover AFB	Green -	Green	Yellow	Green -
Dyess AFB	Green	Green	Yellow	Green
Ellsworth AFB	Green -	Green	Yellow	Green -
Fairchild AFB	Green -	Green	Yellow	Green -
Grand Forks AFB	Green -	Green	Yellow	Green -
Little Rock AFB	Green -	Green -	Yellow	Green -
Malmstrom AFB	Green -	Green	Yellow	Green -
McConnell AFB	Green -	Green	Green	Green -
McGuire AFB	Green -	Green	Yellow	Green -
Minot AFB	Yellow +	Green -	Green	Yellow +
Offutt AFB	Green -	Green	Yellow	Green -
Scott AFB	Green -	Green	Green	Green -
Travis AFB	Green	Green	Green	Green
Whiteman AFB	Green -	Green	Yellow	Green -

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.2.a BOMBER MISSION - GEOGRAPHIC LOCATION

	<i>Alternate Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Number of Runways</i>	<i>Geographic Location</i>
Base Name	I.1.A.2.a.1	I.1.A.2.a.2	I.1.A.2.a.3	I.1.A.2.a.4	I.1.A.2.a.5	I.1.A.2.a.6	I.1.A.2.a
Altus AFB	Green	Green	Yellow	Green	Green	Green	Green
Barksdale AFB	Green	Green	Green	Green	Green	Green	Green
Beale AFB	Green	Green	Green	Green	Green	Green	Green
Charleston AFB	Green	Green	Green	Green	Green	Green	Green
Dover AFB	Green	Green	Red	Green	Green	Green	Green -
Dyess AFB	Green	Green	Yellow	Green	Green	Green	Green
Ellsworth AFB	Green	Green	Red	Green	Green	Green	Green -
Fairchild AFB	Green	Green	Red	Green	Green	Green	Green -
Grand Forks AFB	Green	Green	Red	Green	Green	Green	Green -
Little Rock AFB	Green	Green	Yellow	Green	Green	Yellow	Green -
Malmstrom AFB	Green	Green	Red	Green	Green	Green	Green -
McConnell AFB	Green	Green	Red	Green	Green	Green	Green -
McGuire AFB	Green	Green	Red	Green	Green	Green	Green -
Minot AFB	Green	Green	Red	Green	Green	Yellow	Yellow +
Offutt AFB	Green	Green	Red	Green	Green	Green	Green -
Scott AFB	Green	Green	Red	Green	Green	Green	Green -
Travis AFB	Green	Green	Green	Green	Green	Green	Green
Whiteman AFB	Green	Green	Red	Green	Green	Green	Green -

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.2.b BOMBER MISSION - TRAINING AREAS

	<i>Low Altitude MOAs</i>	<i>Scorable Range Complexes</i>	<i>Tactical Training Range Complex</i>	<i>Electronic Combat Ranges</i>	<i>Full Scale Weapons Drop Range</i>	<i>Visual Routes (VRs)/ Instrument Routes (IRs)</i>	<i>Training Areas</i>
Base Name	I.1.A.2.b.1	I.1.A.2.b.2	I.1.A.2.b.3	I.1.A.2.b.4	I.1.A.2.b.5	I.1.A.2.b.6	I.1.A.2.b
Altus AFB	Green	Green	Green	Green	Green	Green	Green
Barksdale AFB	Green	Green	Yellow	Green	Green	Green	Green
Beale AFB	Green	Green	Green	Green	Green	Green	Green
Charleston AFB	Green	Green	Yellow	Green	Green	Green	Green
Dover AFB	Green	Green	Yellow	Green	Green	Green	Green
Dyess AFB	Green	Green	Yellow	Green	Green	Green	Green
Ellsworth AFB	Green	Green	Green	Yellow	Green	Green	Green
Fairchild AFB	Green	Green	Green	Green	Green	Green	Green
Grand Forks AFB	Green	Green	Green	Green	Green	Green	Green
Little Rock AFB	Yellow	Green	Yellow	Green	Green	Green	Green -
Malmstrom AFB	Green	Green	Green	Green	Green	Green	Green
McConnell AFB	Green	Green	Green	Green	Green	Green	Green
McGuire AFB	Green	Green	Yellow	Green	Green	Green	Green
Minot AFB	Green	Yellow	Green	Yellow	Green	Green	Green -
Offutt AFB	Green	Green	Green	Green	Green	Green	Green
Scott AFB	Yellow	Green	Green	Green	Green	Green	Green
Travis AFB	Green	Green	Green	Green	Green	Green	Green
Whiteman AFB	Green	Green	Green	Green	Green	Green	Green

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.3 TANKER MISSION OPERATIONAL EFFECTIVENESS

	<i>Alternate Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Tanker Saturation</i>	<i>Refueling Events</i>	<i>Concentrated Receiver Area</i>	<i>Tanker Effectiveness</i>
Base Name	I.1.A.3.a	I.1.A.3.b	I.1.A.3.c	I.1.A.3.d	I.1.A.3.e	I.1.A.3.f	I.1.A.3.g	I.1.A.3.h	I.1.A.3
Altus AFB	Green	Green	Yellow	Green	Green	Yellow	Green	Green	Green -
Barksdale AFB	Green	Green	Green	Green	Green	Yellow	Green	Green	Green -
Beale AFB	Green	Green	Green	Green	Green	Green	Green	Yellow	Green
Charleston AFB	Green	Green	Green	Green	Green	Green	Green	Green	Green
Dover AFB	Green	Green	Red	Green	Green	Red	Green	Yellow	Yellow +
Dyess AFB	Green	Green	Yellow	Green	Green	Yellow	Green	Green	Green -
Ellsworth AFB	Yellow	Green	Red	Green	Green	Red	Green	Green	Yellow +
Fairchild AFB	Yellow	Green	Red	Green	Green	Red	Green	Green	Yellow +
Grand Forks AFB	Green	Green	Red	Green	Green	Red	Green	Green	Yellow +
Little Rock AFB	Green	Green	Yellow	Green	Green	Yellow	Green	Green	Green -
Malmstrom AFB	Green	Green	Red	Green	Green	Red	Green	Green	Yellow +
McConnell AFB	Green	Green	Red	Green	Green	Yellow	Green	Green	Green -
McGuire AFB	Green	Green	Red	Green	Green	Red	Green	Yellow	Yellow +
Minot AFB	Green	Green	Red	Green	Green	Red	Green	Green	Yellow +
Offutt AFB	Green	Green	Red	Green	Green	Red	Green	Green	Yellow +
Scott AFB	Green	Green	Red	Green	Green	Red	Green	Green	Yellow +
Travis AFB	Green	Green	Green	Green	Green	Green	Green	Yellow	Green
Whiteman AFB	Green	Green	Red	Green	Green	Yellow	Green	Green	Green -

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.4 AIRLIFT MISSION OPERATIONAL EFFECTIVENESS

*Geographic
Location*

Training Areas

*Airlift
Effectiveness*

Base Name	I.1.A.4.a	I.1.A.4.b	I.1.A.4
Altus AFB	Green	Green	Green
Barksdale AFB	Yellow +	Yellow +	Yellow +
Beale AFB	Green	Yellow +	Green -
Charleston AFB	Yellow +	Green	Green -
Dover AFB	Green	Green -	Green
Dyess AFB	Green	Green	Green
Ellsworth AFB	Green -	Yellow	Yellow +
Fairchild AFB	Green -	Green -	Green -
Grand Forks AFB	Yellow +	Yellow -	Yellow
Little Rock AFB	Yellow +	Green	Green -
Malmstrom AFB	Green	Yellow	Green -
McConnell AFB	Yellow +	Yellow	Yellow +
McGuire AFB	Green	Green -	Green
Minot AFB	Green	Yellow -	Green -
Offutt AFB	Yellow +	Yellow	Yellow +
Scott AFB	Yellow +	Yellow	Yellow +
Travis AFB	Green	Green -	Green
Whiteman AFB	Yellow +	Yellow	Yellow +

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.4.a AIRLIFT MISSION - GEOGRAPHIC LOCATION

Base Name	<i>Alternate Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Mobility and Deployability</i>	<i>Geographic Location</i>
	I.1.A.4.a.1	I.1.A.4.a.2	I.1.A.4.a.3	I.1.A.4.a.4	I.1.A.4.a.5	I.1.A.4.a.6	I.1.A.4.a
Altus AFB	Green	Green	Yellow	Green	Green	Green	Green
Barksdale AFB	Green	Green	Green	Green	Green	Yellow	Yellow +
Beale AFB	Green	Green	Green	Green	Green	Green	Green
Charleston AFB	Green	Green	Green	Green	Green	Yellow	Yellow +
Dover AFB	Green	Green	Red	Green	Green	Green	Green
Dyess AFB	Green	Green	Yellow	Green	Green	Green	Green
Ellsworth AFB	Yellow	Green	Red	Green	Green	Green	Green -
Fairchild AFB	Yellow	Green	Red	Green	Green	Green	Green -
Grand Forks AFB	Green	Green	Red	Green	Green	Yellow	Yellow +
Little Rock AFB	Green	Green	Yellow	Green	Green	Yellow	Yellow +
Malmstrom AFB	Green	Green	Red	Green	Green	Green	Green
McConnell AFB	Green	Green	Red	Green	Green	Yellow	Yellow +
McGuire AFB	Green	Green	Red	Green	Green	Green	Green
Minot AFB	Green	Green	Red	Green	Green	Green	Green
Offutt AFB	Green	Green	Red	Green	Green	Yellow	Yellow +
Scott AFB	Green	Green	Red	Green	Green	Yellow	Yellow +
Travis AFB	Green	Green	Green	Green	Green	Green	Green
Whiteman AFB	Green	Green	Red	Green	Green	Yellow	Yellow +

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Personnel and Equipment Drop Zones, Landing Zones)

	<i>Personnel Drop Zones</i>	<i>Personnel DZ Associated IRs</i>	<i>Personnel DZ Associated Slow Routes (SRs)</i>	<i>Landing Zone</i>	<i>Equipment Drop Zones</i>	<i>Equipment DZ Associated IRs</i>	<i>Equipment DZ Associated SRs</i>
Base Name	I.1.A.4.b.1	I.1.A.4.b.2	I.1.A.4.b.3	I.1.A.4.b.4	I.1.A.4.b.5	I.1.A.4.b.6	I.1.A.4.b.7
Altus AFB	Green	Green	Green	Green	Green	Green	Green
Barksdale AFB	Green	Red	Red	Green	Green	Red	Red
Beale AFB	Green	Green	Red	Yellow	Yellow	Green	Red
Charleston AFB	Green	Green	Green	Green	Green	Green	Green
Dover AFB	Green	Red	Green	Green	Green	Red	Green
Dyess AFB	Green	Green	Green	Green	Green	Green	Green
Ellsworth AFB	Green	Red	Red	Green	Red	Red	Red
Fairchild AFB	Green	Red	Green	Green	Green	Red	Green
Grand Forks AFB	Red	Red	Red	Yellow	Red	Red	Red
Little Rock AFB	Green	Green	Green	Green	Green	Green	Green
Malmstrom AFB	Green	Red	Red	Yellow	Red	Red	Red
McConnell AFB	Yellow	Red	Red	Yellow	Yellow	Red	Red
McGuire AFB	Green	Red	Green	Yellow	Green	Red	Green
Minot AFB	Red	Red	Red	Yellow	Red	Red	Red
Offutt AFB	Red	Red	Red	Yellow	Red	Red	Red
Scott AFB	Yellow	Red	Red	Yellow	Yellow	Red	Red
Travis AFB	Green	Green	Red	Green	Green	Green	Red
Whiteman AFB	Red	Red	Red	Yellow	Red	Red	Red

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Cont.) (Airdrop, Refueling)

Base Name	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Airdrop Employment</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Full Scale Airdrop</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Air Refueling Routes</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Training Areas</div> </div>			
	I.1.A.4.b.8	I.1.A.4.b.9	I.1.A.4.b.10	I.1.A.4.b
Altus AFB	Green	Yellow	Green	Green
Barksdale AFB	Green	Green	Green	Yellow +
Beale AFB	Green	Green	Green	Yellow +
Charleston AFB	Green	Green	Green	Green
Dover AFB	Green	Green	Yellow	Green -
Dyess AFB	Green	Green	Green	Green
Ellsworth AFB	Green	Green	Green	Yellow
Fairchild AFB	Green	Green	Green	Green -
Grand Forks AFB	Yellow	Yellow	Green	Yellow -
Little Rock AFB	Green	Green	Green	Green
Malmstrom AFB	Green	Yellow	Green	Yellow
McConnell AFB	Green	Green	Green	Yellow
McGuire AFB	Green	Green	Yellow	Green -
Minot AFB	Yellow	Yellow	Green	Yellow -
Offutt AFB	Green	Green	Green	Yellow
Scott AFB	Green	Green	Green	Yellow
Travis AFB	Green	Green	Green	Green -
Whiteman AFB	Green	Green	Green	Yellow

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

	<i>Fighter Mission</i>	<i>Bomber Mission</i>	<i>Tanker Mission</i>	<i>Airlift Mission</i>	<i>Airfield Capabilities</i>
Base Name	I.1.C.1	I.1.C.2	I.1.C.3	I.1.C.4	I.1.C
Altus AFB	Green	Red	Green	Green	Green -
Barksdale AFB	Green	Green	Green	Green	Green
Beale AFB	Green	Green	Green	Red	Green -
Charleston AFB	Green	Red	Green	Green	Green -
Dover AFB	Green	Red	Green	Green	Green -
Dyess AFB	Green	Green	Green	Green	Green
Ellsworth AFB	Green	Red	Green	Green	Green -
Fairchild AFB	Green	Red	Green	Green	Green -
Grand Forks AFB	Green	Green	Green	Green	Green
Little Rock AFB	Green	Red	Red	Red	Yellow -
Malmstrom AFB	Green	Green	Green	Red	Green -
McConnell AFB	Green	Green	Green	Green	Green
McGuire AFB	Green	Red	Green	Green	Green -
Minot AFB	Green	Green	Green	Green	Green
Offutt AFB	Green	Red	Green	Green	Green -
Scott AFB	Red	Red	Red	Red	Red
Travis AFB	Green	Red	Green	Green	Green -
Whiteman AFB	Green	Red	Green	Green	Green -

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.2 MISSION REQUIREMENTS - MISSILE

Applies only to bases in the large aircraft category which also have a missile mission.

Detailed grades are classified SECRET
See Classified Appendix 12

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II FACILITIES AVAILABILITY and CONDITION

*Mission Support
Facilities*

On Base Housing

*Airspace
Encroachment*

Air Quality

Overall

Base Name	II.1	II.2	II.3	II.4	II
Altus AFB	Yellow -	Green -	Green	Green	Green -
Barksdale AFB	Green -	Green -	Green -	Green	Green -
Beale AFB	Yellow +	Yellow +	Green	Yellow -	Yellow +
Charleston AFB	Yellow	Green	Yellow +	Green -	Yellow +
Dover AFB	Yellow	Yellow -	Green	Red	Yellow -
Dyess AFB	Yellow +	Green	Green	Green	Green -
Ellsworth AFB	Green	Green	Green -	Green	Green
Fairchild AFB	Green -	Green -	Green -	Green	Green -
Grand Forks AFB	Yellow	Yellow -	Green	Green	Green -
Little Rock AFB	Yellow	Green	Green -	Green	Green -
Malmstrom AFB	Yellow	Yellow +	Green	Green -	Green -
McConnell AFB	Yellow +	Green -	Yellow +	Green	Green -
McGuire AFB	Green -	Yellow	Green	Red +	Yellow
Minot AFB	Yellow +	Yellow -	Green	Green	Green -
Offutt AFB	Green	Yellow -	Green	Green	Green
Scott AFB	Yellow	Green -	Green -	Yellow	Yellow +
Travis AFB	Yellow +	Yellow	Green	Red	Yellow
Whiteman AFB	Yellow +	Green -	Green -	Green	Green -

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.1 Mission Support Facilities

Base Name	<i>Facilities Capacity</i>	<i>Facilities Condition Buildings</i>	<i>Facilities Condition Infrastructure</i>	<i>Unique Facilities</i>	<i>Utility Capacity</i>	<i>Facilities</i>
	II.1.A	II.1.B	II.1.C	II.1.D	II.1.E	II.1
Altus AFB	Red	Yellow	Yellow	Red	Green	Yellow -
Barksdale AFB	Green	Yellow	Yellow	Red	Green	Green -
Beale AFB	Yellow	Yellow +	Yellow +	Green	Green	Yellow +
Charleston AFB	Yellow	Yellow	Yellow	Red	Green	Yellow
Dover AFB	Yellow	Yellow -	Yellow	Red	Yellow +	Yellow
Dyess AFB	Yellow	Yellow +	Green -	Red	Green	Yellow +
Ellsworth AFB	Green	Green -	Green	Red	Green	Green
Fairchild AFB	Green	Yellow +	Green -	Green	Green	Green -
Grand Forks AFB	Yellow	Yellow	Yellow +	Red	Yellow +	Yellow
Little Rock AFB	Yellow	Yellow -	Yellow -	Green	Green	Yellow
Malmstrom AFB	Red	Green -	Green -	Red	Green	Yellow
McConnell AFB	Yellow	Green -	Yellow +	Red	Green	Yellow +
McGuire AFB	Green	Yellow -	Green -	Red	Green	Green -
Minot AFB	Yellow	Green	Green -	Red	Green	Yellow +
Offutt AFB	Green	Green	Green -	Green	Green	Green
Scott AFB	Yellow	Yellow	Red +	Red	Green	Yellow
Travis AFB	Green	Yellow -	Yellow	Red	Yellow +	Yellow +
Whiteman AFB	Yellow	Yellow	Yellow +	Green	Green	Yellow +

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.2 ON BASE HOUSING

Base Name	<i>Housing Capacity</i>	<i>Housing Condition</i>	<i>On Base Housing</i>
	II.2.A	II.2.B	II.2
Altus AFB	Yellow	Green	Green -
Barksdale AFB	Yellow	Green	Green -
Beale AFB	Green	Yellow	Yellow +
Charleston AFB	Green	Green	Green
Dover AFB	Red	Yellow	Yellow -
Dyess AFB	Green	Green	Green
Ellsworth AFB	Green	Green	Green
Fairchild AFB	Yellow	Green	Green -
Grand Forks AFB	Green	Red	Yellow -
Little Rock AFB	Green	Green	Green
Malmstrom AFB	Green	Yellow	Yellow +
McConnell AFB	Yellow	Green	Green -
McGuire AFB	Yellow	Yellow	Yellow
Minot AFB	Green	Red	Yellow -
Offutt AFB	Green	Red	Yellow -
Scott AFB	Yellow	Green	Green -
Travis AFB	Yellow	Yellow	Yellow
Whiteman AFB	Yellow	Green	Green -

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.3 AIRSPACE ENCROACHMENT

Base Name	<i>Existing Associated Airspace</i>	<i>Future Associated Airspace</i>	<i>Existing Local Flying Area</i>	<i>Future Local Flying Area</i>	<i>Existing Local Community</i>	<i>Future Local Community</i>	<i>ENCROACHMENT</i>
	II.3.A	II.3.B	II.3.C	II.3.D	II.3.E	II.3.F	II.3
Altus AFB	Green	Green	Green	Green	Green	Green	Green
Barksdale AFB	Green	Green	Yellow	Yellow	Green -	Green -	Green -
Beale AFB	Green	Green	Green	Green	Green	Green	Green
Charleston AFB	Green	Green	Yellow	Yellow	Yellow +	Yellow +	Yellow +
Dover AFB	Green	Green	Yellow	Yellow	Green	Green	Green
Dyess AFB	Green	Green	Green	Green	Green	Green	Green
Ellsworth AFB	Green	Green	Green	Green	Yellow +	Yellow +	Green -
Fairchild AFB	Green	Green	Green	Green	Green -	Green -	Green -
Grand Forks AFB	Green	Green	Green	Green	Green	Green	Green
Little Rock AFB	Green	Green	Green	Green	Green -	Yellow	Green -
Malmstrom AFB	Green	Green	Green	Green	Green	Green	Green
McConnell AFB	Green	Green	Green	Green	Yellow -	Yellow -	Yellow +
McGuire AFB	Green	Green	Yellow	Yellow	Green	Green	Green
Minot AFB	Green	Green	Green	Green	Green	Green	Green
Offutt AFB	Green	Green	Green	Green	Green	Green	Green
Scott AFB	Green	Green	Green	Green	Yellow +	Green	Green -
Travis AFB	Green	Green	Green	Green	Green	Green	Green
Whiteman AFB	Green	Green	Yellow	Yellow	Green -	Green -	Green -

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.3.A EXISTING ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace	Bombing Ranges Drop Zones	Low Level Routes	Associated Airspace
	II.3.A.1	II.3.A.2	II.3.A.3	II.3.A
Altus AFB	Green	Green	Green	Green
Barksdale AFB	Green	Green	Green	Green
Beale AFB	Green	Green	Green	Green
Charleston AFB	Green	Green	Green	Green
Dover AFB	Green	Green	Green	Green
Dyess AFB	Green	Green	Green	Green
Ellsworth AFB	Green	Green	Green	Green
Fairchild AFB	Green	Green	Green	Green
Grand Forks AFB	Green	Green	Green	Green
Little Rock AFB	Green	Green	Green	Green
Malmstrom AFB	Green	Green	Green	Green
McConnell AFB	Green	Green	Green	Green
McGuire AFB	Green	Green	Green	Green
Minot AFB	Green	Green	Green	Green
Offutt AFB	Green	Green	Green	Green
Scott AFB	Green	Green	Green	Green
Travis AFB	Green	Green	Green	Green
Whiteman AFB	Green	Green	Green	Green

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.3.B FUTURE ASSOCIATED AIRSPACE

*MOAs and
Restricted Airspace*

*Bombing Ranges
Drop Zones*

*Low Level
Routes*

*Associated
Airspace*

Base Name	II.3.B.1	II.3.B.2	II.3.B.3	II.3.B
Altus AFB	Green	Green	Green	Green
Barksdale AFB	Green	Green	Green	Green
Beale AFB	Green	Green	Green	Green
Charleston AFB	Green	Green	Green	Green
Dover AFB	Green	Green	Green	Green
Dyess AFB	Green	Green	Green	Green
Ellsworth AFB	Green	Green	Green	Green
Fairchild AFB	Green	Green	Green	Green
Grand Forks AFB	Green	Green	Green	Green
Little Rock AFB	Green	Green	Green	Green
Malmstrom AFB	Green	Green	Green	Green
McConnell AFB	Green	Green	Green	Green
McGuire AFB	Green	Green	Green	Green
Minot AFB	Green	Green	Green	Green
Offutt AFB	Green	Green	Green	Green
Scott AFB	Green	Green	Green	Green
Travis AFB	Green	Green	Green	Green
Whiteman AFB	Green	Green	Green	Green

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.3.E EXISTING LOCAL COMMUNITY ENCROACHMENT

Clear Zone
Accident Potential Zone I
Accident Potential Zone II
Noise Contour 65-70 Ldn
Noise Contour 70-75 Ldn
Noise Contour 75-80 Ldn
Noise Contour 80 Ldn and above
Existing Local

Base Name	II.3.E.1	II.3.E.2	II.3.E.3	II.3.E.4	II.3.E.5	II.3.E.6	II.3.E.7	II.3.E
Altus AFB	Green	Green	Green	Green	Green	Green	Green	Green
Barksdale AFB	Green	Yellow	Green	Green	Green	Yellow	Green	Green -
Beale AFB	Green	Green	Green	Green	Green	Green	Green	Green
Charleston AFB	Red	Yellow	Yellow -	Yellow	Yellow	Green	Green	Yellow +
Dover AFB	Green	Green	Green	Green	Green	Green	Green	Green
Dyess AFB	Green	Green	Green	Green	Green	Green	Green	Green
Ellsworth AFB	Green	Yellow	Yellow	Green	Green	Green	Yellow	Yellow +
Fairchild AFB	Green	Green	Yellow	Red	Green	Yellow	Green	Green -
Grand Forks AFB	Green	Green	Green	Green	Green	Green	Green	Green
Little Rock AFB	Green	Yellow	Green -	Yellow	Yellow	Green	Green	Green -
Malmstrom AFB	Green	Green	Green	Green	Green	Green	Green	Green
McConnell AFB	Red	Yellow -	Yellow	Red	Red	Red	Yellow	Yellow -
McGuire AFB	Green	Green	Green	Green	Green	Green	Green	Green
Minot AFB	Green	Green	Green	Green	Green	Green	Green	Green
Offutt AFB	Green	Green	Green	Green	Green	Green	Green	Green
Scott AFB	Green	Green -	Yellow -	Yellow	Yellow	Yellow	Green	Yellow +
Travis AFB	Green	Green	Green -	Green	Green	Green	Green	Green
Whiteman AFB	Green	Yellow	Green	Green	Green	Green	Green	Green -

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.3.F FUTURE LOCAL COMMUNITY ENCROACHMENT

	<i>Clear Zone</i>	<i>Accident Potential Zone I</i>	<i>Accident Potential Zone II</i>	<i>Noise Contour 65-70 Ldn</i>	<i>Noise Contour 70-75 Ldn</i>	<i>Noise Contour 75-80 Ldn</i>	<i>Noise Contour 80 Ldn and above</i>	<i>Future Local</i>
Base Name	II.3.F.1	II.3.F.2	II.3.F.3	II.3.F.4	II.3.F.5	II.3.F.6	II.3.F.7	II.3.F
Altus AFB	Green	Green -	Green	Green	Green	Green	Green	Green
Barksdale AFB	Green	Yellow	Green	Green	Green	Yellow	Green	Green -
Beale AFB	Green	Green	Green	Green	Green	Green	Green	Green
Charleston AFB	Red	Yellow	Yellow -	Yellow	Yellow	Green	Green	Yellow +
Dover AFB	Green	Green	Green	Green	Green	Green	Green	Green
Dyess AFB	Green	Green	Green	Green	Green	Green	Green	Green
Ellsworth AFB	Green	Yellow	Yellow	Green	Green	Green	Yellow	Yellow +
Fairchild AFB	Green	Green	Yellow	Red	Green	Green	Green	Green -
Grand Forks AFB	Green	Green	Green	Green	Green	Green	Green	Green
Little Rock AFB	Green	Red	Yellow -	Red	Red	Green	Green	Yellow
Malmstrom AFB	Green	Green	Green	Green	Green	Green	Green	Green
McConnell AFB	Red	Yellow -	Yellow	Red	Red	Red	Yellow	Yellow -
McGuire AFB	Green	Green	Green	Green	Green	Green	Green	Green
Minot AFB	Green	Green	Green	Green	Green	Green	Green	Green
Offutt AFB	Green	Green	Green	Green	Green	Green	Green	Green
Scott AFB	Green	Green	Yellow -	Green	Green	Green	Green	Green
Travis AFB	Green	Green -	Green -	Green	Green	Green	Green	Green
Whiteman AFB	Green	Yellow	Green	Green	Green	Green	Green	Green -

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.4 AIR QUALITY

*Attainment
Status* *Restrictions* *Future Growth* *Air Quality*

Base Name	II.4.A	II.4.B	II.4.C	II.4
Altus AFB	Green	Green	Green	Green
Barksdale AFB	Green	Green	Green	Green
Beale AFB	Yellow	Red	Yellow	Yellow -
Charleston AFB	Green	Yellow	Green	Green -
Dover AFB	Red	Red	Red	Red
Dyess AFB	Green	Green	Green	Green
Ellsworth AFB	Green	Green	Green	Green
Fairchild AFB	Green	Green	Green	Green
Grand Forks AFB	Green	Green	Green	Green
Little Rock AFB	Green	Green	Green	Green
Malmstrom AFB	Green	Yellow	Green	Green -
McConnell AFB	Green	Green	Green	Green
McGuire AFB	Red	Yellow	Red	Red +
Minot AFB	Green	Green	Green	Green
Offutt AFB	Green	Green	Green	Green
Scott AFB	Yellow	Green	Red	Yellow
Travis AFB	Yellow	Red	Red	Red
Whiteman AFB	Green	Green	Green	Green

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Base Name	<i>Maximum on Ground Capacity</i>	<i>Wide Body Aircraft Operations</i>	<i>Fuel Hydrant System</i>	<i>Fuel Storage by Pipeline</i>	<i>Munitions (Cat 1.1) Capacity</i>	<i>Hot Cargo Pad</i>	<i>Geographic Location</i>	<i>Overall</i>
	III.1	III.2	III.3	III.4	III.5	III.6	III.7	III
Altus AFB	Green	Green	Green	Green	Yellow	Green	Yellow +	Green -
Barksdale AFB	Yellow	Green	Green	Green	Green	Green	Green	Green -
Beale AFB	Yellow	Green	Green	Green	Yellow	Green	Yellow +	Green -
Charleston AFB	Green	Green	Green	Green	Red	Green	Green	Green -
Dover AFB	Green	Green	Green	Green	Red	Green	Green	Green -
Dyess AFB	Yellow	Green	Green	Green	Green	Green	Yellow +	Green -
Ellsworth AFB	Yellow	Green	Green	Green	Green	Green	Yellow -	Green -
Fairchild AFB	Yellow	Green	Green	Green	Green	Green	Yellow -	Green -
Grand Forks AFB	Yellow	Green	Green	Green	Yellow	Green	Yellow -	Yellow +
Little Rock AFB	Green	Green	Green	Green	Green	Green	Yellow -	Green -
Malmstrom AFB	Red	Green	Green	Red	Yellow	Green	Yellow -	Yellow
McConnell AFB	Yellow	Green	Green	Green	Yellow	Green	Yellow +	Green -
McGuire AFB	Green	Green	Green	Green	Red	Green	Green	Green -
Minot AFB	Red	Green	Green	Red	Green	Green	Yellow -	Yellow +
Offutt AFB	Yellow	Green	Green	Green	Red	Green	Yellow +	Yellow +
Scott AFB	Yellow	Green	Red	Red	Red	Green	Yellow +	Yellow
Travis AFB	Green	Green	Green	Green	Yellow	Green	Yellow +	Green -
Whiteman AFB	Yellow	Green	Green	Red	Green	Green	Yellow +	Yellow +

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

III.7 GEOGRAPHIC LOCATION

*Ground Force
Installation*

Rail Access

Port Facility

*Geographic
Location*

Base Name	III.7.A	III.7.B	III.7.C	III.7
Altus AFB	Green	Green	Red	Yellow +
Barksdale AFB	Green	Green	Green	Green
Beale AFB	Red	Green	Green	Yellow +
Charleston AFB	Green	Green	Green	Green
Dover AFB	Green	Green	Green	Green
Dyess AFB	Green	Green	Red	Yellow +
Ellsworth AFB	Red	Green	Red	Yellow -
Fairchild AFB	Red	Green	Red	Yellow -
Grand Forks AFB	Red	Green	Red	Yellow -
Little Rock AFB	Red	Green	Red	Yellow -
Malmstrom AFB	Red	Green	Red	Yellow -
McConnell AFB	Green	Green	Red	Yellow +
McGuire AFB	Green	Green	Green	Green
Minot AFB	Red	Green	Red	Yellow -
Offutt AFB	Green	Green	Red	Yellow +
Scott AFB	Green	Green	Red	Yellow +
Travis AFB	Red	Green	Green	Yellow +
Whiteman AFB	Green	Green	Red	Yellow +

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

IV/V Cost and Manpower Implications/Return on Investment

*One Time Costs
(Closing)*
*20 Year Net
Present Value*
*Steady State
Savings*
*Manpower
Savings*
*Return On
Investment*

Base Name	IV.1	IV.2			V
Altus AFB	433	18	28	833	20
Barksdale AFB	221	-378	41	1094	5
Beale AFB	199	-567	53	1081	3
Charleston AFB	423	-100	36	838	14
Dover AFB	322	-314	44	975	8
Dyess AFB	132	-443	40	906	3
Ellsworth AFB	41	-849	63	1257	1
Fairchild AFB	300	-306	42	1044	8
Grand Forks AFB	129	-731	60	1217	2
Little Rock AFB	328	-347	47	843	8
Malmstrom AFB	32	-797	59	1187	1
McConnell AFB	224	-347	40	765	6
McGuire AFB	624	-386	70	1077	10
Minot AFB	59	-801	61	1221	1
Offutt AFB	515	-151	46	1058	13
Scott AFB	240	-528	54	1102	5
Travis AFB	846	-207	70	1308	14
Whiteman AFB	326	-383	50	1084	7

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VI Economic Impact

Base Name	Economic Area Employment (93)	Direct Job Loss (Current BRAC)	Indirect Job Loss (Current BRAC)	Previous Job Loss (Prior BRACs)	Total Job Loss (Current BRAC)	Percent Job Loss (Current BRAC)	Cumulative Loss (All BRACs)	Percent Job Loss (All BRACs)
Altus AFB	13,775	4,378	1,324	-875	5,702	41.4%	4,827	35.0%
Barksdale AFB	176,448	6,505	2,402	-1	8,907	5.0%	8,906	5.0%
Beale AFB	55,424	4,022	1,274	-467	5,296	9.6%	4,829	8.7%
Charleston AFB	283,695	4,853	2,176	26,721	7,029	2.5%	33,750	11.9%
Dover AFB	62,375	5,872	1,983	-	7,855	12.6%	-	-
Dyess AFB	72,083	4,503	1,387	8	5,890	8.2%	5,898	8.2%
Ellsworth AFB	66,035	4,408	1,385	-264	5,793	8.8%	5,529	8.4%
Fairchild AFB	210,658	5,908	2,534	-	8,442	4.0%	-	-
Grand Forks AFB	45,092	5,286	1,648	-	6,934	15.4%	-	-
Little Rock AFB	327,777	5,707	2,534	-	8,241	2.5%	-	-
Malmstrom AFB	44,140	5,089	1,598	8	6,687	15.1%	6,695	15.2%
McConnell AFB	315,847	4,982	2,205	-362	7,187	2.3%	6,825	2.2%
McGuire AFB	2,604,793	7,268	3,900	25,965	11,168	0.4%	37,133	1.4%
Minot AFB	35,475	4,985	1,556	-	6,541	18.4%	-	-
Offutt AFB	425,842	11,477	5,018	-	16,495	3.9%	-	-
Scott AFB	1,428,582	10,284	5,645	-	15,929	1.1%	-	-
Travis AFB	199,322	10,830	4,793	17,009	15,623	7.8%	32,632	16.4%
Whiteman AFB	41,809	3,753	1,216	-529	4,969	11.9%	4,440	10.6%

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Altus AFB	Jackson County, OK	28,000	\$13,677	5.6%
Barksdale AFB	Bossier-Caddo Parishes, LA	332,000	\$17,387	4.5%
Beale AFB	Yuba City, CA MSA	129,000	\$16,087	4.9%
Charleston AFB	Charleston - North Charleston, SC MSA	527,000	\$16,240	5.9%
Dover AFB	Dover, DE MSA	116,000	\$15,909	5.7%
Dyess AFB	Abilene, TX MSA	120,000	\$17,263	4.2%
Ellsworth AFB	Meade-Pennington Counties, SD	108,000	\$16,415	4.6%
Fairchild AFB	Spokane, WA MSA	381,000	\$18,069	5.2%
Grand Forks AFB	Grand Forks County, ND	70,000	\$15,844	5.0%
Little Rock AFB	Little Rock-North Little Rock, AR MSA	524,000	\$18,657	5.6%
Malmstrom AFB	Great Falls, MT MSA	79,000	\$17,452	4.7%
McConnell AFB	Wichita, KS MSA	500,000	\$20,591	4.7%
McGuire AFB	Philadelphia, PA PMSA	4,940,000	\$23,398	6.1%
Minot AFB	Ward County, ND	57,000	\$16,611	5.1%
Offutt AFB	Omaha, NE-IA MSA	655,000	\$20,247	5.3%
Scott AFB	St Louis, MO-IL MSA	2,514,000	\$21,705	5.2%
Travis AFB	Vallejo-Fairfield-NAPA, CA PMSA	474,000	\$20,085	4.6%
Whiteman AFB	Johnson County, MO	78,000	\$14,556	4.8%

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment (10 Year Average)	Unemployment (3 Year Average)	Unemployment (1993)
Altus AFB	Jackson County, OK	6.2%	5.8%	4.6%
Barksdale AFB	Bossier-Caddo Parishes, LA	8.6%	7.0%	6.7%
Beale AFB	Yuba City, CA MSA	14.8%	16.9%	17.0%
Charleston AFB	Charleston - North Charleston, SC MSA	4.8%	5.7%	6.6%
Dover AFB	Dover, DE MSA	5.7%	6.7%	6.0%
Dyess AFB	Abilene, TX MSA	6.5%	6.1%	5.8%
Ellsworth AFB	Meade-Pennington Counties, SD	4.1%	3.5%	3.8%
Fairchild AFB	Spokane, WA MSA	6.9%	6.4%	6.3%
Grand Forks AFB	Grand Forks County, ND	3.5%	3.3%	2.8%
Little Rock AFB	Little Rock-North Little Rock, AR MSA	6.3%	5.7%	4.8%
Malmstrom AFB	Great Falls, MT MSA	6.5%	6.0%	6.1%
McConnell AFB	Wichita, KS MSA	5.0%	4.7%	5.4%
McGuire AFB	Philadelphia, PA PMSA	5.6%	6.9%	6.8%
Minot AFB	Ward County, ND	5.3%	4.7%	4.9%
Offutt AFB	Omaha, NE-IA MSA	4.1%	3.2%	2.9%
Scott AFB	St Louis, MO-IL MSA	6.6%	6.5%	6.5%
Travis AFB	Vallejo-Fairfield-NAPA, CA PMSA	6.6%	7.6%	8.0%
Whiteman AFB	Johnson County, MO	5.6%	5.9%	6.2%

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII COMMUNITY

	<i>Off-Base Housing</i>	<i>Transportation</i>	<i>Off-Base Recreation</i>	<i>Shopping Mall</i>	<i>Metro Center</i>	<i>Local Area Crime Rate</i>	<i>Education</i>	<i>Employment Opportunities</i>	<i>Local Medical Care</i>	<i>Overall</i>
Base Name	VII.1	VII.2	VII.3	VII.4	VII.5	VII.6	VII.7	VII.8	VII.9	VII
Altus AFB	Yellow	Yellow +	Green -	Red	Red	Yellow	Green -	Green	Red	Yellow
Barksdale AFB	Yellow	Green	Green -	Green	Green	Yellow -	Green	Yellow	Green	Green -
Beale AFB	Yellow	Yellow	Green -	Yellow	Green	Red	Green	Red	Yellow	Yellow
Charleston AFB	Yellow	Green	Green -	Green	Green	Yellow -	Green -	Yellow	Green	Yellow +
Dover AFB	Yellow	Green -	Green -	Green	Green	Yellow	Green	Green	Green	Green -
Dyess AFB	Yellow	Green	Green -	Green	Green	Yellow	Green	Green	Yellow	Green -
Ellsworth AFB	Yellow	Yellow +	Green	Green	Red	Green -	Green	Green	Green	Green -
Fairchild AFB	Yellow	Green -	Green	Green	Green	Yellow -	Green -	Green	Yellow	Yellow +
Grand Forks AFB	Green -	Yellow +	Yellow +	Yellow	Red	Green -	Green	Green	Yellow	Yellow +
Little Rock AFB	Yellow	Green -	Green -	Green	Green	Red	Green -	Green	Yellow	Yellow +
Malmstrom AFB	Green -	Green	Yellow +	Green	Red	Yellow	Green -	Yellow	Green	Yellow +
McConnell AFB	Yellow	Green	Green -	Green	Green	Yellow -	Green	Green	Green	Green -
McGuire AFB	Yellow	Yellow +	Green	Green	Green	Green	Green	Red	Red	Yellow +
Minot AFB	Green	Green -	Green -	Green	Red	Green -	Green -	Green	Yellow	Green -
Offutt AFB	Yellow	Green	Green	Green	Green	Green -	Green	Green	Green	Green -
Scott AFB	Yellow	Green -	Green -	Green	Green	Yellow -	Green -	Yellow	Yellow	Yellow +
Travis AFB	Yellow -	Green -	Green -	Green	Green	Yellow	Green	Yellow	Red	Yellow +
Whiteman AFB	Green -	Yellow +	Green -	Red	Yellow	Green	Green	Yellow	Red	Yellow +

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.1 OFF-BASE HOUSING

Affordable
Suitable
Off-Base Housing

Base Name	VII.1.A	VII.1.B	VII.1
Altus AFB	Green	Red	Yellow
Barksdale AFB	Yellow	Yellow	Yellow
Beale AFB	Yellow	Yellow	Yellow
Charleston AFB	Yellow	Yellow	Yellow
Dover AFB	Yellow	Yellow	Yellow
Dyess AFB	Yellow	Yellow	Yellow
Ellsworth AFB	Yellow	Yellow	Yellow
Fairchild AFB	Yellow	Yellow	Yellow
Grand Forks AFB	Green	Yellow	Green -
Little Rock AFB	Yellow	Yellow	Yellow
Malmstrom AFB	Green	Yellow	Green -
McConnell AFB	Yellow	Yellow	Yellow
McGuire AFB	Yellow	Yellow	Yellow
Minot AFB	Green	Green	Green
Offutt AFB	Yellow	Yellow	Yellow
Scott AFB	Yellow	Yellow	Yellow
Travis AFB	Red	Yellow	Yellow -
Whiteman AFB	Green	Yellow	Green -

UNCLASSIFIED

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.2 TRANSPORTATION

Base Name	<i>Public Transportation</i>	<i>Municipal Airport Proximity</i>	<i>Municipal Airport Carriers</i>	<i>Commute Time to Work</i>	<i>Transportation</i>
	VII.2.A	VII.2.B	VII.2.C	VII.2.D	VII.2
Altus AFB	Green	Red	Yellow	Green	Yellow +
Barksdale AFB	Green	Green	Green	Green	Green
Beale AFB	Red	Yellow	Green	Yellow	Yellow
Charleston AFB	Green	Green	Green	Green	Green
Dover AFB	Green	Red	Green	Green	Green -
Dyess AFB	Green	Green	Green	Green	Green
Ellsworth AFB	Red	Green	Green	Yellow	Yellow +
Fairchild AFB	Green	Green	Green	Yellow	Green -
Grand Forks AFB	Red	Green	Green	Yellow	Yellow +
Little Rock AFB	Red	Green	Green	Green	Green -
Malmstrom AFB	Green	Green	Green	Green	Green
McConnell AFB	Green	Green	Green	Green	Green
McGuire AFB	Green	Yellow	Green	Yellow	Yellow +
Minot AFB	Green	Green	Green	Yellow	Green -
Offutt AFB	Green	Green	Green	Green	Green
Scott AFB	Green	Yellow	Green	Green	Green -
Travis AFB	Green	Yellow	Green	Green	Green -
Whiteman AFB	Red	Red	Green	Green	Yellow +

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.3 OFF-BASE RECREATION

Swimming Pool *Movie Theater* *Public Golf Course* *Bowling Lane* *Boating* *Fishing* *Zoo*

Base Name	VII.3.A	VII.3.B	VII.3.C	VII.3.D	VII.3.E	VII.3.F	VII.3.G
Altus AFB	Green	Green	Green	Green	Green	Green	Yellow
Barksdale AFB	Green	Green	Green	Green	Green	Green	Yellow
Beale AFB	Green	Green	Yellow	Green	Green	Green	Green
Charleston AFB	Green	Green	Green	Green	Green	Green	Green
Dover AFB	Green	Green	Green	Green	Green	Green	Green
Dyess AFB	Green	Green	Green	Green	Green	Green	Green
Ellsworth AFB	Green	Green	Green	Green	Green	Green	Green
Fairchild AFB	Green	Green	Green	Green	Green	Green	Green
Grand Forks AFB	Green	Green	Green	Green	Green	Green	Red
Little Rock AFB	Green	Green	Green	Green	Red	Green	Green
Malmstrom AFB	Green	Green	Green	Green	Green	Green	Red
McConnell AFB	Green	Green	Green	Green	Green	Green	Green
McGuire AFB	Green	Green	Green	Green	Green	Green	Green
Minot AFB	Green	Green	Green	Green	Green	Green	Green
Offutt AFB	Green	Green	Green	Green	Green	Green	Green
Scott AFB	Green	Green	Green	Green	Yellow	Yellow	Green
Travis AFB	Green	Green	Green	Green	Yellow	Yellow	Green
Whiteman AFB	Green	Green	Green	Green	Red	Green	Green

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.3 OFF-BASE RECREATION (Cont.)

Aquarium *Theme Park* *Professional Sports* *College Sports* *Camping Facilities* *Beaches* *Winter Sports* *Off-Base Recreation*

Base Name	VII.3.H	VII.3.I	VII.3.J	VII.3.K	VII.3.L	VII.3.M	VII.3.N	VII.3
Altus AFB	Yellow	Red	Yellow	Green	Green	Green	Red	Green -
Barksdale AFB	Red	Green	Green	Green	Green	Green	Red	Green -
Beale AFB	Yellow	Green	Green	Green	Green	Yellow	Green	Green -
Charleston AFB	Red	Green	Green	Green	Green	Green	Red	Green -
Dover AFB	Yellow	Yellow	Green	Green	Green	Green	Red	Green -
Dyess AFB	Green	Red	Red	Green	Green	Green	Red	Green -
Ellsworth AFB	Green	Green	Green	Green	Green	Green	Green	Green
Fairchild AFB	Red	Green	Green	Green	Green	Green	Green	Green
Grand Forks AFB	Red	Red	Red	Green	Green	Green	Yellow	Yellow +
Little Rock AFB	Red	Green	Green	Green	Green	Green	Red	Green -
Malmstrom AFB	Red	Red	Red	Green	Green	Green	Green	Yellow +
McConnell AFB	Red	Green	Green	Green	Green	Green	Red	Green -
McGuire AFB	Green	Green	Green	Green	Green	Green	Green	Green
Minot AFB	Red	Red	Red	Green	Green	Green	Green	Green -
Offutt AFB	Green	Green	Green	Green	Green	Green	Green	Green
Scott AFB	Red	Green	Green	Green	Green	Green	Green	Green -
Travis AFB	Green	Green	Green	Green	Green	Green	Red	Green -
Whiteman AFB	Red	Green	Green	Green	Green	Green	Yellow	Green -

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.6 LOCAL AREA CRIME RATE

Violent Crime
Rate

Property Crime
Rate

Local Area
Crime Rate

Base Name	VII.6.A	VII.6.B	VII.6
Altus AFB	Green	Red	Yellow
Barksdale AFB	Red	Yellow	Yellow -
Beale AFB	Red	Red	Red
Charleston AFB	Red	Yellow	Yellow -
Dover AFB	Yellow	Yellow	Yellow
Dyess AFB	Yellow	Yellow	Yellow
Ellsworth AFB	Green	Yellow	Green -
Fairchild AFB	Yellow	Red	Yellow -
Grand Forks AFB	Green	Yellow	Green -
Little Rock AFB	Red	Red	Red
Malmstrom AFB	Green	Red	Yellow
McConnell AFB	Yellow	Red	Yellow -
McGuire AFB	Green	Green	Green
Minot AFB	Green	Yellow	Green -
Offutt AFB	Green	Yellow	Green -
Scott AFB	Red	Yellow	Yellow -
Travis AFB	Yellow	Yellow	Yellow
Whiteman AFB	Green	Green	Green

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.7 EDUCATION

*Pupil Teacher
Ratio* *Four Year
Programs* *Honors Programs* *College
Attendance* *Off-base
Education* *Education*

Base Name	VII.7.A	VII.7.B	VII.7.C	VII.7.D	VII.7.E	VII.7
Altus AFB	Green	Green	Green	Yellow	Green -	Green -
Barksdale AFB	Green	Green	Green	Green	Green	Green
Beale AFB	Yellow	Green	Green	Green	Green	Green
Charleston AFB	Yellow	Green	Green	Yellow	Green	Green -
Dover AFB	Yellow	Green	Green	Green	Green	Green
Dyess AFB	Green	Green	Green	Green	Green	Green
Ellsworth AFB	Green	Green	Green	Yellow	Green	Green
Fairchild AFB	Red	Green	Green	Green	Green	Green -
Grand Forks AFB	Green	Green	Green	Green	Green	Green
Little Rock AFB	Yellow	Green	Green	Yellow	Green	Green -
Malmstrom AFB	Yellow	Green	Green	Yellow	Green	Green -
McConnell AFB	Yellow	Green	Green	Green	Green	Green
McGuire AFB	Green	Green	Green	Yellow	Green	Green
Minot AFB	Yellow	Green	Red	Green	Green	Green -
Offutt AFB	Green	Green	Green	Green	Green	Green
Scott AFB	Yellow	Yellow	Green	Green	Green	Green -
Travis AFB	Yellow	Green	Green	Green	Green	Green
Whiteman AFB	Yellow	Green	Green	Green	Green	Green

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.7.E OFF-BASE EDUCATION

*Vocational/
Tech College*

*Undergraduate
College*

*Graduate
College*

*Off-Base
Education*

Base Name	VII.7.E.1	VII.7.E.2	VII.7.E.3	VII.7.E
Altus AFB	Green	Green	Red	Green -
Barksdale AFB	Green	Green	Green	Green
Beale AFB	Green	Green	Green	Green
Charleston AFB	Green	Green	Green	Green
Dover AFB	Green	Green	Green	Green
Dyess AFB	Green	Green	Green	Green
Ellsworth AFB	Green	Green	Green	Green
Fairchild AFB	Green	Green	Green	Green
Grand Forks AFB	Green	Green	Green	Green
Little Rock AFB	Green	Green	Green	Green
Malmstrom AFB	Green	Green	Green	Green
McConnell AFB	Green	Green	Green	Green
McGuire AFB	Green	Green	Green	Green
Minot AFB	Green	Green	Green	Green
Offutt AFB	Green	Green	Green	Green
Scott AFB	Green	Green	Green	Green
Travis AFB	Green	Green	Green	Green
Whiteman AFB	Green	Green	Green	Green

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.9 LOCAL MEDICAL CARE

Physicians

Hospital Beds

*Local Medical
Care*

Base Name	VII.9.A	VII.9.B	VII.9
Altus AFB	Red	Red	Red
Barksdale AFB	Green	Green	Green
Beale AFB	Green	Red	Yellow
Charleston AFB	Green	Green	Green
Dover AFB	Green	Green	Green
Dyess AFB	Red	Green	Yellow
Ellsworth AFB	Green	Green	Green
Fairchild AFB	Green	Red	Yellow
Grand Forks AFB	Red	Green	Yellow
Little Rock AFB	Red	Green	Yellow
Malmstrom AFB	Green	Green	Green
McConnell AFB	Green	Green	Green
McGuire AFB	Red	Red	Red
Minot AFB	Red	Green	Yellow
Offutt AFB	Green	Green	Green
Scott AFB	Red	Green	Yellow
Travis AFB	Red	Red	Red
Whiteman AFB	Red	Red	Red

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VIII ENVIRONMENTAL IMPACT

Base Name	<i>Water</i>	<i>Asbestos</i>	<i>Biological</i>	<i>Cultural</i>	<i>Installation Restoration Program</i>	<i>Overall</i>
	VIII.1	VIII.2	VIII.3	VIII.4	VIII.5	VIII
Altus AFB	Green	Red	Green -	Yellow	Yellow	Green -
Barksdale AFB	Green	Yellow	Red +	Yellow	Red	Yellow
Beale AFB	Green	Red	Yellow	Yellow	Yellow	Yellow +
Charleston AFB	Green	Red	Yellow +	Green	Red	Yellow +
Dover AFB	Red	Red	Yellow	Yellow	Red	Red +
Dyess AFB	Green	Yellow	Green -	Green	Red	Green -
Ellsworth AFB	Yellow	Yellow	Yellow +	Yellow	Red	Yellow
Fairchild AFB	Green	Red	Yellow +	Green	Red	Yellow +
Grand Forks AFB	Green	Red	Yellow +	Green	Red	Yellow +
Little Rock AFB	Green	Green	Yellow	Green	Red	Yellow +
Malmstrom AFB	Green	Red	Green	Green	Red	Green -
McConnell AFB	Green	Yellow	Yellow +	Yellow	Red	Yellow +
McGuire AFB	Green	Red	Yellow -	Red	Yellow	Yellow
Minot AFB	Green	Green	Green -	Green	Yellow	Green -
Offutt AFB	Green	Red	Yellow +	Yellow	Yellow	Yellow +
Scott AFB	Green	Yellow	Yellow +	Yellow	Red	Yellow +
Travis AFB	Yellow	Yellow	Yellow	Yellow	Red	Yellow
Whiteman AFB	Green	Green	Yellow +	Green	Red	Green -

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OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VIII.3 BIOLOGICAL

*Habitat**Threatened and
Endangered Species**Wetlands**Floodplains**Biological*

Base Name	VIII.3.A	VIII.3.B	VIII.3.C	VIII.3.D	VIII.3
Altus AFB	Green	Green	Green	Red	Green -
Barksdale AFB	Yellow	Yellow	Red	Red	Red +
Beale AFB	Yellow	Yellow	Yellow	Yellow	Yellow
Charleston AFB	Green	Green	Yellow	Yellow	Yellow +
Dover AFB	Yellow	Yellow	Yellow	Yellow	Yellow
Dyess AFB	Green	Green	Green	Yellow	Green -
Ellsworth AFB	Green	Yellow	Yellow	Green	Yellow +
Fairchild AFB	Green	Yellow	Yellow	Green	Yellow +
Grand Forks AFB	Yellow	Green	Yellow	Yellow	Yellow +
Little Rock AFB	Green	Green	Red	Yellow	Yellow
Malmstrom AFB	Green	Green	Green	Green	Green
McConnell AFB	Green	Green	Yellow	Yellow	Yellow +
McGuire AFB	Yellow	Red	Yellow	Yellow	Yellow -
Minot AFB	Green	Green	Yellow	Green	Green -
Offutt AFB	Yellow	Green	Yellow	Yellow	Yellow +
Scott AFB	Yellow	Green	Yellow	Yellow	Yellow +
Travis AFB	Yellow	Yellow	Yellow	Yellow	Yellow
Whiteman AFB	Yellow	Yellow	Yellow	Green	Yellow +

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

ANALYSIS RESULTS at TIERING (3 Nov)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Base Name	<i>Mission (Flying) Requirements</i>	<i>Mission (Missile) Requirements</i>	<i>Facilities and Infrastructure</i>	<i>Contingency and Mobility</i>	<i>Costs and Manpower Implications</i>	<i>Return on Investment</i>	<i>Economic Impact</i>	<i>Community</i>	<i>Environmental Impact</i>
	I.1	I.2	II	III	IV	V	VI	VII	VIII
Altus AFB	Green	No Grade	Green -	Green -	433/ 18	20	4,392 (43.9%)	Yellow	Green -
Barksdale AFB	Green -	No Grade	Green -	Green -	221/-378	5	9,963 (7.0%)	Green -	Yellow
Beale AFB	Green	No Grade	Yellow +	Green -	199/-567	3	4,795 (10.0%)	Yellow	Yellow +
Charleston AFB	Green -	No Grade	Yellow +	Green -	423/-100	14	34,210 (14.9%)*	Yellow +	Yellow +
Dover AFB	Green	No Grade	Yellow	Green -	322/-314	8	8,215 (13.1%)	Green -	Red +
Dyess AFB	Green -	No Grade	Green -	Green -	132/-443	3	6,983 (12.7%)	Green -	Green -
Ellsworth AFB	Yellow +	No Grade	Green	Green -	41/-849	1	6,427 (12.6%)	Green -	Yellow
Fairchild AFB	Green -	No Grade	Green -	Green -	300/-306	8	7,850 (4.5%)	Yellow +	Yellow +
Grand Forks AFB	Yellow +	Red	Green -	Yellow +	129/-731	2	7,054 (16.7%)	Yellow +	Yellow +
Little Rock AFB	Green -	No Grade	Green -	Green -	328/-347	8	7,798 (2.9%)	Yellow +	Yellow +
Malmstrom AFB	Green -	Green	Green -	Yellow	32/-797	1	6,722 (19.4%)	Yellow +	Green -
McConnell AFB	Green -	No Grade	Green -	Green -	224/-347	6	5,760 (2.3%)	Green -	Yellow +
McGuire AFB	Green	No Grade	Yellow +	Green -	624/-386	10	32,627 (1.4%)*	Yellow +	Yellow
Minot AFB	Green -	Yellow	Green -	Yellow +	59/-801	1	7,320 (29.7%)	Green -	Green -
Offutt AFB	Yellow +	No Grade	Green	Yellow +	515/-151	13	16,085 (4.8%)	Green -	Yellow +
Scott AFB	Yellow	No Grade	Yellow +	Yellow	240/-528	5	16,245 (1.4%)	Yellow +	Yellow +
Travis AFB	Green	No Grade	Yellow	Green -	846/-207	14	31,570 (14.8%)*	Yellow +	Yellow
Whiteman AFB	Green -	No Grade	Green -	Yellow +	326/-383	7	4,551 (12.3%)	Yellow +	Green -

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I

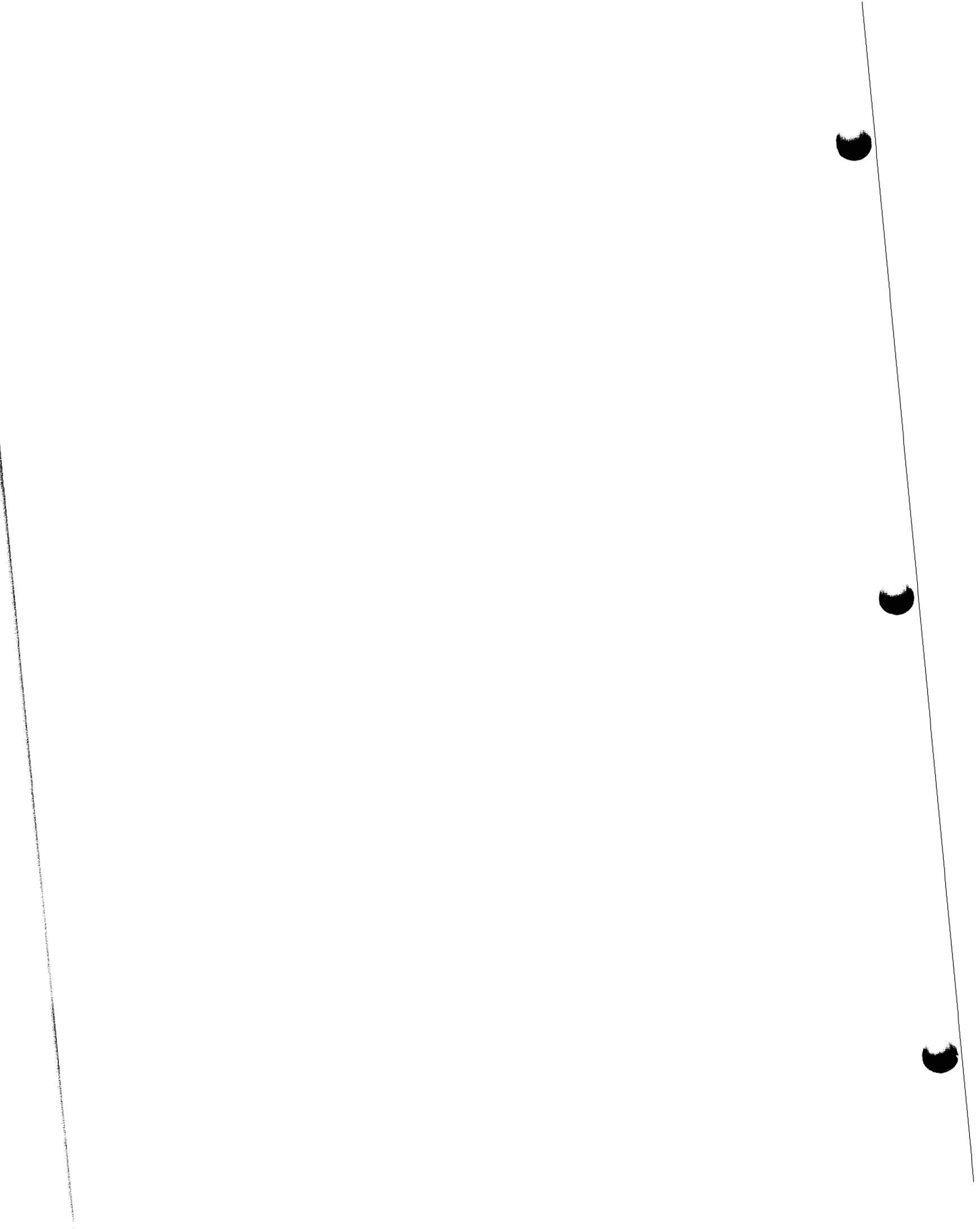
Altus AFB
Barksdale AFB
Charleston AFB
Dover AFB
Dyess AFB
Fairchild AFB
Little Rock AFB
McConnell AFB
Travis AFB
Whiteman AFB

TIER II

Beale AFB
Malmstrom AFB
McGuire AFB
Minot AFB
Offutt AFB

TIER III

Ellsworth AFB
Grand Forks AFB
Scott AFB



OPERATIONS - SMALL AIRCRAFT Subcategory

OVERVIEW: The Small Aircraft subcategory consists of bases which provide trained combat ready aircrews, aircraft, and support personnel for deployment in support of theater war plans and contingency operations. Bases in the small aircraft subcategory are:

Cannon AFB, New Mexico
Hurlburt Field, Florida
Moody AFB, Georgia
Shaw AFB, South Carolina

Davis-Monthan AFB, Arizona
Langley AFB, Virginia
Mountain Home AFB, Idaho
Tyndall AFB, Florida

Holloman AFB, New Mexico
Luke AFB, Arizona
Seymour Johnson AFB, North Carolina

ATTRIBUTES: Important attributes of small aircraft bases:

- Proximity to adequate training airspace:
 - Supersonic airspace with Air Combat Maneuvering Instrumentation capability, surface to 50000'
 - Low altitude Military Operating Areas
 - Low altitude training routes
 - Scorable air-to-ground ranges with tactical target arrays
 - Joint/Composite training areas capable of supporting fighter tactical maneuvering
- Good flying weather
- Adequate divert and alternate airfields
- Minimum traffic congestion/ATC delays
- Infrastructure to support mobility operations
- Low encroachment ground/airspace

SPECIAL ANALYSIS METHOD: None

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OPERATIONS - SMALL AIRCRAFT Subcategory

SUBCATEGORY DEPENDENT WEIGHTS: : (See Appendix 2 for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness				II Facilities Availability and Condition			VII Community	
I.1 Flying Operations	100%			II.1 Facilities Base	25%		VII.1 Off-base Housing	14%
I.1.A Operations Evaluation		70%		II.2 Facilities Housing	10%		VII.2 Transportation	7%
I.1.A.1 Fighter Operations			100%	II.3 Encroachment (Airfield)	25%		VII.3 Off-base Recreation	7%
I.1.A.2 thru 4 EXCLUDED			N/A	II.3.A Existing Assoc Airsp		15%	VII.4 Shopping Mall	7%
I.1.B Associated Airspace		20%		II.3.B Future Assoc Airsp		15%	VII.5 Metro Center	7%
I.1.C Airfield Evaluation		10%		II.3.C Existing Local Area		5%	VII.6 Local Area Crime Rate	14%
I.1.D EXCLUDED		N/A		II.3.D Future Local Area		5%	VII.7 Education	14%
I.2 thru I.7 EXCLUDED	N/A			II.3.E Existing Local Comm		35%	VII.8 Employment Opportunities	14%
				II.3.F Future Local Comm		25%	VII.9 Local Medical Care	14%
				II.4 Air Quality	40%		VII.10 thru VII.14 EXCLUDED	N/A
				II.5 and II.6 EXCLUDED	N/A			

UNCLASSIFIED

OPERATIONS - SMALL AIRCRAFT Subcategory

OVERALL

Mission (Flying) Requirements
 Facilities and Infrastructure
 Contingency and Mobility
 Costs and Manpower Implications
 Return on Investment
 Economic Impact
 Community
 Environmental Impact

Base Name	I.1	II	III	IV	V	VI	VII	VIII
Cannon AFB	Yellow	Green -	Yellow +	73/-502	2	6,553 (22.6%)	Yellow	Yellow +
Davis-Monthan AFB	Green -	Green -	Green -	360/-16	17	10,071 (3.0%)	Yellow +	Yellow +
Holloman AFB	Yellow +	Green -	Green -	257/-633	4	8,435 (31.4%)	Yellow	Yellow -
Hurlburt Fld	Green -	Green -	Yellow +	129/-400	4	9,457 (10.9%)	Green -	Yellow
Langley AFB	Green -	Green -	Yellow +	294/-517	5	11,716 (1.4%)*	Green -	Yellow
Luke AFB	Green -	Yellow	Yellow	180/-343	5	10,031 (0.8%)	Yellow +	Yellow +
Moody AFB	Green -	Green -	Yellow +	98/-438	2	5,420 (12.3%)*	Yellow +	Yellow +
Mt Home AFB	Yellow +	Green -	Green -	245/-414	5	5,252 (49.1%)	Yellow	Yellow
Seymour Johnson AFB	Green -	Green -	Green -	179/-462	4	6,804 (12.9%)	Yellow	Yellow +
Shaw AFB	Green -	Green -	Yellow +	194/-513	4	7,717 (16.0%)	Yellow +	Yellow +
Tyndall AFB	Green -	Green -	Yellow +	179/-373	5	6,753 (9.3%)*	Yellow	Yellow +

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OPERATIONS - SMALL AIRCRAFT Subcategory

I.1 MISSION REQUIREMENTS - FLYING

*Operational
Effectiveness*

*Associated
Airspace*

*Airfield
Capabilities*

*Flying
Mission*

Base Name	I.1.A.1	I.1.B	I.1.C	I.1
Cannon AFB	Yellow	Yellow	Yellow -	Yellow
Davis-Monthan AFB	Green -	Yellow	Green -	Green -
Holloman AFB	Green -	Yellow +	Red	Yellow +
Hurlburt Fld	Green -	Green	Green -	Green -
Langley AFB	Green -	Green	Yellow -	Green -
Luke AFB	Green -	Yellow +	Yellow -	Green -
Moody AFB	Green -	Green	Red	Green -
Mt Home AFB	Yellow +	Yellow	Yellow	Yellow +
Seymour Johnson AFB	Green -	Green	Green -	Green -
Shaw AFB	Green -	Green	Yellow -	Green -
Tyndall AFB	Green -	Green	Yellow -	Green -

UNCLASSIFIED

OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.A.1 FIGHTER MISSION OPERATIONAL EFFECTIVENESS

	<i>Geographic Location</i>	<i>Training Areas</i>	<i>Airspace/Training Area Growth</i>	<i>Composite Force Training</i>	<i>Fighter Effectiveness</i>
Base Name	I.1.A.1.a	I.1.A.1.b	I.1.A.1.c	I.1.A.1.d	I.1.A.1
Cannon AFB	Green -	Red +	Yellow	Green	Yellow
Davis-Monthan AFB	Green	Yellow	Yellow	Green	Green -
Holloman AFB	Green	Yellow	Yellow	Green	Green -
Hurlburt Fld	Green	Green -	Yellow	Green	Green -
Langley AFB	Green	Yellow +	Yellow	Green	Green -
Luke AFB	Green	Yellow	Yellow	Green	Green -
Moody AFB	Green	Yellow +	Green	Green	Green -
Mt Home AFB	Green -	Yellow	Green	Yellow	Yellow +
Seymour Johnson AFB	Green	Green -	Yellow	Green	Green -
Shaw AFB	Green	Yellow +	Yellow	Green	Green -
Tyndall AFB	Green	Green -	Yellow	Green	Green -

UNCLASSIFIED

OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.A.1.a FIGHTER MISSION - GEOGRAPHIC LOCATION

	<i>Alternate Airfield</i>	<i>Divert Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Number of Runways</i>	<i>Geographic Location</i>
Base Name	I.1.A.1.a.1	I.1.A.1.a.2	I.1.A.1.a.3	I.1.A.1.a.4	I.1.A.1.a.5	I.1.A.1.a.6	I.1.A.1.a.7	I.1.A.1.a
Cannon AFB	Green	Green	Green	Red	Green	Green	Green	Green -
Davis-Monthan AFB	Green	Green	Green	Green	Green	Green	Green	Green
Holloman AFB	Green	Green	Green	Green	Green	Green	Green	Green
Hurlburt Fld	Green	Green	Green	Green	Green	Green	Green	Green
Langley AFB	Green	Green	Green	Yellow	Green	Green	Green	Green
Luke AFB	Green	Green	Green	Green	Green	Green	Green	Green
Moody AFB	Green	Green	Green	Green	Green	Green	Green	Green
Mt Home AFB	Green	Green	Green	Red	Green	Green	Green	Green -
Seymour Johnson AFB	Green	Green	Green	Green	Green	Green	Green	Green
Shaw AFB	Green	Green	Green	Green	Green	Green	Green	Green
Tyndall AFB	Green	Green	Green	Green	Green	Green	Green	Green

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OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Military Operating Areas (MOAs) and Ranges)

Base Name	<i>Supersonic Air Combat MOAs</i>	<i>Other Air Combat MOAs</i>	<i>Low Altitude MOAs</i>	<i>Scorable Range Complexes</i>	<i>Electronic Combat Ranges</i>
	I.1.A.1.b.1	I.1.A.1.b.2	I.1.A.1.b.3	I.1.A.1.b.4	I.1.A.1.b.5
Cannon AFB	Red	Red	Red	Red	Green
Davis-Monthan AFB	Red	Red	Red	Green	Red
Holloman AFB	Red	Green	Green	Red	Green
Hurlburt Fld	Green	Green	Green	Green	Green
Langley AFB	Yellow	Yellow	Yellow	Green	Green
Luke AFB	Red	Red	Red	Green	Red
Moody AFB	Yellow	Red	Red	Green	Green
Mt Home AFB	Red	Red	Green	Green	Green
Seymour Johnson AFB	Green	Yellow	Yellow	Green	Green
Shaw AFB	Yellow	Yellow	Yellow	Green	Green
Tyndall AFB	Green	Green	Green	Green	Red

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OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Cont.) (Tactical Employment, Ranges and Routes)

	<i>Tactical Aircraft Employment</i>	<i>Air Combat Maneuvering Instrumentation</i>	<i>Full Scale Weapons Drop Range</i>	<i>Visual Routes (VRs)/ Instrument Routes (IRs)</i>	<i>Training Areas</i>
Base Name	I.1.A.1.b.6	I.1.A.1.b.7	I.1.A.1.b.8	I.1.A.1.b.9	I.1.A.1.b
Cannon AFB	Red	Red	Green	Yellow	Red +
Davis-Monthan AFB	Green	Green	Green	Yellow	Yellow
Holloman AFB	Green	Red	Green	Green	Yellow
Hurlburt Fld	Red	Yellow	Green	Green	Green -
Langley AFB	Red	Green	Green	Green	Yellow +
Luke AFB	Red	Green	Green	Green	Yellow
Moody AFB	Green	Yellow	Green	Green	Yellow +
Mt Home AFB	Green	Red	Green	Yellow	Yellow
Seymour Johnson AFB	Green	Yellow	Green	Green	Green -
Shaw AFB	Yellow	Red	Green	Green	Yellow +
Tyndall AFB	Red	Green	Green	Green	Green -

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OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.B ASSOCIATED AIRSPACE

Base Name	<i>Existing Availability Encroachment</i>		<i>Future Availability Encroachment</i>	<i>Associated Airspace</i>
	I.1.B.1	I.1.B.2		
Cannon AFB	Yellow	Yellow		Yellow
Davis-Monthan AFB	Yellow	Yellow		Yellow
Holloman AFB	Yellow +	Yellow +		Yellow +
Hurlburt Fld	Green	Green		Green
Langley AFB	Green	Green		Green
Luke AFB	Yellow +	Yellow +		Yellow +
Moody AFB	Green	Green		Green
Mt Home AFB	Yellow	Yellow		Yellow
Seymour Johnson AFB	Green	Green		Green
Shaw AFB	Green	Green		Green
Tyndall AFB	Green	Green		Green

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OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.B.1 EXISTING AVAILABILITY and ENCROACHMENT

*Military Operating
Areas/ Ranges*

*Military Training
Routes*

*Existing
Availability*

Base Name	I.1.B.1.a	I.1.B.1.b	I.1.B.1
Cannon AFB	Yellow	Yellow	Yellow
Davis-Monthan AFB	Yellow	Yellow	Yellow
Holloman AFB	Yellow	Green	Yellow +
Hurlburt Fld	Green	Green	Green
Langley AFB	Green	Green	Green
Luke AFB	Yellow	Green	Yellow +
Moody AFB	Green	Green	Green
Mt Home AFB	Yellow	Yellow	Yellow
Seymour Johnson AFB	Green	Green	Green
Shaw AFB	Green	Green	Green
Tyndall AFB	Green	Green	Green

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OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.B.2 FUTURE AVAILABILITY and ENCROACHMENT

Military Operating
Areas/Ranges

Military Training
Routes

Future
Availability

Base Name	I.1.B.2.a	I.1.B.2.b	I.1.B.2
Cannon AFB	Yellow	Yellow	Yellow
Davis-Monthan AFB	Yellow	Yellow	Yellow
Holloman AFB	Yellow	Green	Yellow +
Hurlburt Fld	Green	Green	Green
Langley AFB	Green	Green	Green
Luke AFB	Yellow	Green	Yellow +
Moody AFB	Green	Green	Green
Mt Home AFB	Yellow	Yellow	Yellow
Seymour Johnson AFB	Green	Green	Green
Shaw AFB	Green	Green	Green
Tyndall AFB	Green	Green	Green

OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

Fighter Mission
Bomber Mission
Tanker Mission
Airlift Mission
Airfield Capabilities

Base Name	I.1.C.1	I.1.C.2	I.1.C.3	I.1.C.4	I.1.C
Cannon AFB	Green	Red	Red	Red	Yellow -
Davis-Monthan AFB	Green	Red	Green	Green	Green -
Holloman AFB	Red	Red	Red	Red	Red
Hurlburt Fld	Green	Red	Green	Green	Green -
Langley AFB	Green	Red	Red	Red	Yellow -
Luke AFB	Green	Red	Red	Red	Yellow -
Moody AFB	Red	Red	Red	Red	Red
Mt Home AFB	Green	Red	Green	Red	Yellow
Seymour Johnson AFB	Green	Red	Green	Green	Green -
Shaw AFB	Green	Red	Red	Red	Yellow -
Tyndall AFB	Green	Red	Red	Red	Yellow -

OPERATIONS - SMALL AIRCRAFT Subcategory

II FACILITIES AVAILABILITY and CONDITION

*Mission Support
Facilities**On Base Housing**Airspace
Encroachment**Air Quality**Overall*

Base Name	II.1	II.2	II.3	II.4	II
Cannon AFB	Yellow +	Yellow +	Green	Green	Green -
Davis-Monthan AFB	Green -	Yellow +	Green -	Green -	Green -
Holloman AFB	Green -	Yellow +	Green	Green -	Green -
Hurlburt Fld	Yellow +	Green -	Green	Green	Green -
Langley AFB	Green -	Yellow +	Green	Yellow +	Green -
Luke AFB	Green -	Yellow +	Green	Red	Yellow
Moody AFB	Yellow	Green	Green	Green	Green -
Mt Home AFB	Yellow +	Yellow	Green	Green	Green -
Seymour Johnson AFB	Green -	Yellow -	Yellow +	Green	Green -
Shaw AFB	Yellow +	Yellow +	Yellow +	Green	Green -
Tyndall AFB	Green	Yellow	Green	Green -	Green -

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OPERATIONS - SMALL AIRCRAFT Subcategory

II.1 Mission Support Facilities

Base Name	<i>Facilities Capacity</i>	<i>Facilities Condition Buildings</i>	<i>Facilities Condition Infrastructure</i>	<i>Unique Facilities</i>	<i>Utility Capacity</i>	<i>Facilities</i>
	II.1.A	II.1.B	II.1.C	II.1.D	II.1.E	II.1
Cannon AFB	Yellow	Yellow +	Green -	Red	Green	Yellow +
Davis-Monthan AFB	Green	Yellow +	Yellow	Green	Green	Green -
Holloman AFB	Green	Yellow +	Yellow	Green	Green	Green -
Hurlburt Fld	Yellow	Green -	Green -	Red	Green	Yellow +
Langley AFB	Green	Yellow +	Green -	Red	Green	Green -
Luke AFB	Green	Green -	Green -	Red	Green	Green -
Moody AFB	Red	Green -	Green -	Red	Green	Yellow
Mt Home AFB	Yellow	Yellow +	Green -	Red	Green	Yellow +
Seymour Johnson AFB	Green	Yellow +	Green -	Red	Green	Green -
Shaw AFB	Yellow	Green -	Green -	Red	Green	Yellow +
Tyndall AFB	Green	Green -	Green	Green	Green	Green

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OPERATIONS - SMALL AIRCRAFT Subcategory

II.2 ON BASE HOUSING

Housing Capacity

Housing Condition

On Base Housing

Base Name	II.2.A	II.2.B	II.2
Cannon AFB	Red	Green	Yellow +
Davis-Monthan AFB	Green	Yellow	Yellow +
Holloman AFB	Green	Yellow	Yellow +
Hurlburt Fld	Yellow	Green	Green -
Langley AFB	Green	Yellow	Yellow +
Luke AFB	Red	Green	Yellow +
Moody AFB	Green	Green	Green
Mt Home AFB	Yellow	Yellow	Yellow
Seymour Johnson AFB	Green	Red	Yellow -
Shaw AFB	Green	Yellow	Yellow +
Tyndall AFB	Yellow	Yellow	Yellow

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OPERATIONS - SMALL AIRCRAFT Subcategory

II.3 AIRSPACE ENCROACHMENT

Base Name	<i>Existing Associated Airspace</i> II.3.A	<i>Future Associated Airspace</i> II.3.B	<i>Existing Local Flying Area</i> II.3.C	<i>Future Local Flying Area</i> II.3.D	<i>Existing Local Community</i> II.3.E	<i>Future Local Community</i> II.3.F	<i>ENCROACHMENT</i> II.3
Cannon AFB	Green	Green	Green	Green	Green	Green	Green
Davis-Monthan AFB	Green	Green	Green	Green	Green -	Green -	Green -
Holloman AFB	Green	Green	Green	Green	Green	Green	Green
Hurlburt Fld	Green	Green	Green	Green	Green	Green	Green
Langley AFB	Green	Green	Yellow	Yellow	Green	Green	Green
Luke AFB	Green	Green	Green	Green	Green	Green	Green
Moody AFB	Green	Green	Yellow	Yellow	Green	Green	Green
Mt Home AFB	Green	Green	Green	Green	Green	Green	Green
Seymour Johnson AFB	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow +
Shaw AFB	Green	Green	Yellow	Yellow	Yellow +	Yellow +	Yellow +
Tyndall AFB	Green	Green	Green	Green	Green	Green	Green

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OPERATIONS - SMALL AIRCRAFT Subcategory

II.3.A EXISTING ASSOCIATED AIRSPACE

*MOAs and
Restricted Airspace*

*Bombing Ranges
Drop Zones*

*Low Level
Routes*

*Associated
Airspace*

Base Name	II.3.A.1	II.3.A.2	II.3.A.3	II.3.A
Cannon AFB	Green	Green	Green	Green
Davis-Monthan AFB	Green	Green	Green	Green
Holloman AFB	Green	Green	Green	Green
Hurlburt Fld	Green	Green	Green	Green
Langley AFB	Green	Green	Green	Green
Luke AFB	Green	Green	Green	Green
Moody AFB	Green	Green	Green	Green
Mt Home AFB	Green	Green	Green	Green
Seymour Johnson AFB	Green	Green	Green	Green
Shaw AFB	Green	Green	Green	Green
Tyndall AFB	Green	Green	Green	Green

UNCLASSIFIED

OPERATIONS - SMALL AIRCRAFT Subcategory

II.3.B FUTURE ASSOCIATED AIRSPACE

Base Name	<i>MOAs and Restricted Airspace</i>	<i>Bombing Ranges Drop Zones</i>	<i>Low Level Routes</i>	<i>Associated Airspace</i>
	II.3.B.1	II.3.B.2	II.3.B.3	II.3.B
Cannon AFB	Green	Green	Green	Green
Davis-Monthan AFB	Green	Green	Green	Green
Holloman AFB	Green	Green	Green	Green
Hurlburt Fld	Green	Green	Green	Green
Langley AFB	Green	Green	Green	Green
Luke AFB	Green	Green	Green	Green
Moody AFB	Green	Green	Green	Green
Mt Home AFB	Green	Green	Green	Green
Seymour Johnson AFB	Green	Green	Green	Green
Shaw AFB	Green	Green	Green	Green
Tyndall AFB	Green	Green	Green	Green

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OPERATIONS - SMALL AIRCRAFT Subcategory

II.3.E EXISTING LOCAL COMMUNITY ENCROACHMENT

	<i>Clear Zone</i>	<i>Accident Potential Zone I</i>	<i>Accident Potential Zone II</i>	<i>Noise Contour 65-70 Ldn</i>	<i>Noise Contour 70-75 Ldn</i>	<i>Noise Contour 75-80 Ldn</i>	<i>Noise Contour 80 Ldn and above</i>	<i>Existing Local</i>
Base Name	II.3.E.1	II.3.E.2	II.3.E.3	II.3.E.4	II.3.E.5	II.3.E.6	II.3.E.7	II.3.E
Cannon AFB	Green	Green -	Green	Green	Green	Green	Green	Green
Davis-Monthan AFB	Green	Yellow	Yellow	Yellow	Green	Green	Green	Green -
Holloman AFB	Green	Green	Green	Green	Green	Green	Green	Green
Hurlburt Fld	Green	Green	Green	Green	Green	Green	Green	Green
Langley AFB	Green	Green	Yellow	Green	Green	Green	Green	Green
Luke AFB	Green	Green	Green	Green	Green	Yellow	Green	Green
Moody AFB	Green	Green -	Green -	Green	Green	Green	Green	Green
Mt Home AFB	Green	Green	Green	Green	Green	Green	Green	Green
Seymour Johnson AFB	Green	Yellow	Red	Green	Green	Red	Yellow	Yellow
Shaw AFB	Green	Green	Yellow	Red	Red	Red	Green	Yellow +
Tyndall AFB	Green	Green	Green	Green	Green	Green	Green	Green

UNCLASSIFIED

OPERATIONS - SMALL AIRCRAFT Subcategory

II.3.F FUTURE LOCAL COMMUNITY ENCROACHMENT

	<i>Clear Zone</i>	<i>Accident Potential Zone I</i>	<i>Accident Potential Zone II</i>	<i>Noise Contour 65-70 Ldn</i>	<i>Noise Contour 70-75 Ldn</i>	<i>Noise Contour 75-80 Ldn</i>	<i>Noise Contour 80 Ldn and above</i>	<i>Future Local</i>
Base Name	II.3.F.1	II.3.F.2	II.3.F.3	II.3.F.4	II.3.F.5	II.3.F.6	II.3.F.7	II.3.F
Cannon AFB	Green	Green -	Green	Green	Green	Green	Green	Green
Davis-Monthan AFB	Green	Yellow	Yellow	Yellow	Green	Green	Green	Green -
Holloman AFB	Green	Green	Green	Green	Green	Green	Green	Green
Hurlburt Fld	Green	Green	Green	Green	Green	Green	Green	Green
Langley AFB	Green	Green	Yellow	Green	Green	Green	Green	Green
Luke AFB	Green	Green	Green	Green	Green	Yellow	Green	Green
Moody AFB	Green	Green -	Green -	Green	Green	Green	Green	Green
Mt Home AFB	Green	Green	Green	Green	Green	Green	Green	Green
Seymour Johnson AFB	Green	Yellow	Red	Green	Green	Red	Yellow	Yellow
Shaw AFB	Green	Green	Yellow -	Red	Red	Red	Green	Yellow +
Tyndall AFB	Green	Green	Green	Green	Green	Green	Green	Green

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OPERATIONS - SMALL AIRCRAFT Subcategory

II.4 AIR QUALITY

*Attainment
Status*

Restrictions

Future Growth

Air Quality

Base Name	II.4.A	II.4.B	II.4.C	II.4
Cannon AFB	Green	Green	Green	Green
Davis-Monthan AFB	Green	Yellow	Green	Green -
Holloman AFB	Green	Yellow	Green	Green -
Hurlburt Fld	Green	Green	Green	Green
Langley AFB	Yellow	Green	Yellow	Yellow +
Luke AFB	Yellow	Red	Red	Red
Moody AFB	Green	Green	Green	Green
Mt Home AFB	Green	Green	Green	Green
Seymour Johnson AFB	Green	Green	Green	Green
Shaw AFB	Green	Green	Green	Green
Tyndall AFB	Green	Yellow	Green	Green -

UNCLASSIFIED

OPERATIONS - SMALL AIRCRAFT Subcategory

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

	<i>Maximum on Ground Capacity</i>	<i>Wide Body Aircraft Operations</i>	<i>Fuel Hydrant System</i>	<i>Fuel Storage by Pipeline</i>	<i>Munitions (Cat 1.1) Capacity</i>	<i>Hot Cargo Pad</i>	<i>Geographic Location</i>	<i>Overall</i>
Base Name	III.1	III.2	III.3	III.4	III.5	III.6	III.7	III
Cannon AFB	Green	Green	Red	Green	Yellow	Green	Yellow -	Yellow +
Davis-Monthan AFB	Yellow	Green	Yellow	Green	Green	Green	Yellow +	Green -
Holloman AFB	Yellow	Green	Green	Green	Green	Red	Yellow +	Green -
Hurlburt Fld	Green	Green	Red	Red	Yellow	Green	Green	Yellow +
Langley AFB	Yellow	Green	Green	Red	Red	Green	Green	Yellow +
Luke AFB	Yellow	Green	Red	Green	Yellow	Green	Yellow -	Yellow
Moody AFB	Yellow	Green	Green	Red	Yellow	Green	Green	Yellow +
Mt Home AFB	Yellow	Green	Green	Green	Green	Green	Yellow +	Green -
Seymour Johnson AFB	Yellow	Green	Green	Green	Green	Green	Green	Green -
Shaw AFB	Yellow	Green	Green	Red	Yellow	Green	Green	Yellow +
Tyndall AFB	Yellow	Green	Red	Red	Green	Green	Green	Yellow +

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OPERATIONS - SMALL AIRCRAFT Subcategory

III.7 GEOGRAPHIC LOCATION

Ground Force
Installation

Rail Access

Port Facility

Geographic
Location

Base Name	III.7.A	III.7.B	III.7.C	III.7
Cannon AFB	Red	Green	Red	Yellow -
Davis-Monthan AFB	Green	Green	Red	Yellow +
Holloman AFB	Green	Green *	Red	Yellow +
Hurlburt Fld	Green	Green	Green	Green
Langley AFB	Green	Green	Green	Green
Luke AFB	Red	Green	Red	Yellow -
Moody AFB	Green	Green	Green	Green
Mt Home AFB	Green	Green	Red	Yellow +
Seymour Johnson AFB	Green	Green	Green	Green
Shaw AFB	Green	Green	Green	Green
Tyndall AFB	Green	Green	Green	Green

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OPERATIONS - SMALL AIRCRAFT Subcategory

IV/V Cost and Manpower Implications/Return on Investment

Base Name	<i>One Time Costs (Closing)</i>	<i>20 Year Net Present Value</i>	<i>Steady State Savings</i>	<i>Manpower Savings</i>	<i>Return On Investment</i>
IV.1	IV.2			V	
Cannon AFB	73	-502	40	961	2
Davis-Monthan AFB	360	-16	25	761	17
Holloman AFB	257	-633	65	1392	4
Hurlburt Fld	129	-400	38	865	4
Langley AFB	294	-517	57	1161	5
Luke AFB	180	-343	37	1048	5
Moody AFB	98	-438	37	839	2
Mt Home AFB	245	-414	45	1005	5
Seymour Johnson AFB	179	-462	45	964	4
Shaw AFB	194	-513	49	1055	4
Tyndall AFB	179	-373	39	952	5

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OPERATIONS - SMALL AIRCRAFT Subcategory

VI Economic Impact

Base Name	Economic Area Employment (93)	Direct Job Loss (Current BRAC)	Indirect Job Loss (Current BRAC)	Previous Job Loss (Prior BRACs)	Total Job Loss (Current BRAC)	Percent Job Loss (Current BRAC)	Cumulative Loss (All BRACs)	Percent Job Loss (All BRACs)
Cannon AFB	28,945	5,016	1,537	-	6,553	22.6%	-	-
Davis-Monthan AFB	334,470	7,031	3,040	-	10,071	3.0%	-	-
Holloman AFB	26,873	6,332	2,103	-	8,435	31.4%	-	-
Hurlburt Fld	86,772	7,262	2,195	-	9,457	10.9%	-	-
Langley AFB	855,094	10,023	5,320	-3,627	15,343	1.8%	11,716	1.4%
Luke AFB	1,296,646	6,558	3,473	-	10,031	0.8%	-	-
Moody AFB	44,056	4,245	1,319	-144	5,564	12.6%	5,420	12.3%
Mt Home AFB	10,696	3,993	1,259	-	5,252	49.1%	-	-
Seymour Johnson AFB	52,660	5,187	1,617	-	6,804	12.9%	-	-
Shaw AFB	48,222	5,903	1,814	-	7,717	16.0%	-	-
Tyndall AFB	72,657	5,548	1,788	-583	7,336	10.1%	6,753	9.3%

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OPERATIONS - SMALL AIRCRAFT Subcategory

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Cannon AFB	Curry-Roosevelt Counties, NM	62,000	\$14,500	5.0%
Davis-Monthan AFB	Tuscon, AZ MSA	690,000	\$16,651	4.3%
Holloman AFB	Otero County, NM	51,000	\$13,662	4.4%
Hurlburt Fld	Fort Walton Beach, FL MSA	153,000	\$17,656	5.7%
Langley AFB	Norfolk - Virginia Beach - Newport News, VA- NC MSA	1,493,303	\$18,080	4.7%
Luke AFB	Pheonix - Mesa, AZ MSA	2,329,000	\$19,020	4.4%
Moody AFB	Lowndes County, GA	78,000	\$15,510	6.3%
Mt Home AFB	Elmore County, ID	20,000	\$17,390	8.1%
Seymour Johnson AFB	Goldsboro, NC MSA	107,000	\$14,325	5.2%
Shaw AFB	Sumter, SC MSA	105,000	\$13,171	5.5%
Tyndall AFB	Panama City, FL MSA	134,000	\$16,445	5.1%

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OPERATIONS - SMALL AIRCRAFT Subcategory

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment (10 Year Average)	Unemployment (3 Year Average)	Unemployment (1993)
Cannon AFB	Curry-Roosevelt Counties, NM	6.4%	6.1%	6.7%
Davis-Monthan AFB	Tuscon, AZ MSA	4.8%	4.5%	4.3%
Holloman AFB	Otero County, NM	7.2%	8.2%	8.3%
Hurlburt Fld	Fort Walton Beach, FL MSA	6.2%	6.5%	6.2%
Langley AFB	Norfolk - Virginia Beach - Newport News, VA- NC MSA	5.2%	6.1%	5.4%
Luke AFB	Pheonix - Mesa, AZ MSA	5.1%	5.5%	5.1%
Moody AFB	Lowndes County, GA	5.7%	5.3%	5.7%
Mt Home AFB	Elmore County, ID	6.0%	6.6%	6.6%
Seymour Johnson AFB	Goldsboro, NC MSA	5.7%	6.6%	5.3%
Shaw AFB	Sumter, SC MSA	7.6%	8.8%	9.0%
Tyndall AFB	Panama City, FL MSA	9.0%	8.6%	9.1%

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OPERATIONS - SMALL AIRCRAFT Subcategory

VII COMMUNITY

Base Name	VII.1	VII.2	VII.3	VII.4	VII.5	VII.6	VII.7	VII.8	VII.9	Overall
Cannon AFB	Yellow -	Yellow +	Yellow +	Green	Yellow	Yellow -	Green -	Yellow	Red	Yellow
Davis-Monthan AFB	Yellow	Green	Yellow +	Green	Green	Red	Green -	Green	Yellow	Yellow +
Holloman AFB	Green -	Yellow -	Yellow +	Yellow	Yellow	Green -	Green	Red	Red	Yellow
Hurlburt Fld	Yellow	Green -	Green -	Green	Green	Green	Green	Green	Green	Green -
Langley AFB	Yellow	Green	Green	Green	Green	Green -	Green	Yellow	Green	Green -
Luke AFB	Yellow	Yellow	Green -	Green	Green	Red	Green -	Green	Yellow	Yellow +
Moody AFB	Yellow -	Yellow +	Yellow +	Green	Red	Red	Green	Green	Green	Yellow +
Mt Home AFB	Yellow	Yellow -	Green -	Red	Yellow	Green -	Yellow -	Green	Red	Yellow
Seymour Johnson AFB	Yellow	Yellow +	Green -	Green	Yellow	Red	Green -	Yellow	Yellow	Yellow
Shaw AFB	Yellow	Green -	Green -	Green	Green	Red	Green	Yellow	Green	Yellow +
Tyndall AFB	Yellow	Yellow +	Green -	Green	Green	Red	Green	Yellow	Red	Yellow

Off-Base Housing

Transportation

Off-Base Recreation

Shopping Mall

Metro Center

Local Area
Crime Rate

Education

Employment
OpportunitiesLocal Medical
Care

Overall

UNCLASSIFIED

OPERATIONS - SMALL AIRCRAFT Subcategory

VII.1 OFF-BASE HOUSING

Affordable *Suitable* *Off-Base Housing*

Base Name	VII.1.A	VII.1.B	VII.1
Cannon AFB	Yellow	Red	Yellow -
Davis-Monthan AFB	Yellow	Yellow	Yellow
Holloman AFB	Green	Yellow	Green -
Hurlburt Fld	Yellow	Yellow	Yellow
Langley AFB	Yellow	Yellow	Yellow
Luke AFB	Yellow	Yellow	Yellow
Moody AFB	Yellow	Red	Yellow -
Mt Home AFB	Green	Red	Yellow
Seymour Johnson AFB	Yellow	Yellow	Yellow
Shaw AFB	Yellow	Yellow	Yellow
Tyndall AFB	Yellow	Yellow	Yellow

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OPERATIONS - SMALL AIRCRAFT Subcategory

VII.2 TRANSPORTATION

Base Name	<i>Public Transportation</i>	<i>Municipal Airport Proximity</i>	<i>Municipal Airport Carriers</i>	<i>Commute Time to Work</i>	<i>Transportation</i>
	VII.2.A	VII.2.B	VII.2.C	VII.2.D	VII.2
Cannon AFB	Red	Green	Red	Green	Yellow +
Davis-Monthan AFB	Green	Green	Green	Green	Green
Holloman AFB	Red	Green	Red	Yellow	Yellow -
Hurlburt Fld	Red	Green	Green	Green	Green -
Langley AFB	Green	Green	Green	Green	Green
Luke AFB	Red	Yellow	Green	Yellow	Yellow
Moody AFB	Red	Green	Red	Green	Yellow +
Mt Home AFB	Red	Red	Green	Yellow	Yellow -
Seymour Johnson AFB	Red	Green	Red	Green	Yellow +
Shaw AFB	Green	Yellow	Green	Green	Green -
Tyndall AFB	Red	Green	Green	Yellow	Yellow +

UNCLASSIFIED

OPERATIONS - SMALL AIRCRAFT Subcategory

VII.3 OFF-BASE RECREATION

Swimming Pool

Movie Theater

Public Golf Course

Bowling Lane

Boating

Fishing

Zoo

Base Name	VII.3.A	VII.3.B	VII.3.C	VII.3.D	VII.3.E	VII.3.F	VII.3.G
Cannon AFB	Green	Green	Green	Green	Red	Green	Green
Davis-Monthan AFB	Green	Green	Green	Green	Red	Green	Green
Holloman AFB	Green	Green	Green	Green	Red	Red	Green
Hurlburt Fld	Green	Green	Green	Green	Green	Green	Green
Langley AFB	Green	Green	Green	Green	Green	Green	Green
Luke AFB	Green	Green	Green	Green	Red	Red	Green
Moody AFB	Green	Green	Green	Green	Green	Green	Yellow
Mt Home AFB	Green	Green	Green	Green	Yellow	Yellow	Green
Seymour Johnson AFB	Green	Green	Green	Green	Green	Green	Yellow
Shaw AFB	Green	Green	Green	Green	Green	Green	Green
Tyndall AFB	Green	Green	Green	Green	Green	Green	Green

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OPERATIONS - SMALL AIRCRAFT Subcategory

VII.3 OFF-BASE RECREATION (Cont.)

	<i>Aquarium</i>	<i>Theme Park</i>	<i>Professional Sports</i>	<i>College Sports</i>	<i>Camping Facilities</i>	<i>Beaches</i>	<i>Winter Sports</i>	<i>Off-Base Recreation</i>
Base Name	VII.3.H	VII.3.I	VII.3.J	VII.3.K	VII.3.L	VII.3.M	VII.3.N	VII.3
Cannon AFB	Red	Yellow	Red	Green	Green	Red	Red	Yellow +
Davis-Monthan AFB	Red	Red	Green	Green	Green	Red	Green	Yellow +
Holloman AFB	Red	Yellow	Yellow	Green	Green	Red	Green	Yellow +
Hurlburt Fld	Green	Green	Red	Green	Green	Green	Red	Green -
Langley AFB	Green	Green	Green	Green	Green	Green	Red	Green
Luke AFB	Green	Green	Green	Green	Green	Green	Yellow	Green -
Moody AFB	Yellow	Red	Red	Green	Green	Green	Red	Yellow +
Mt Home AFB	Red	Green	Green	Green	Green	Green	Yellow	Green -
Seymour Johnson AFB	Green	Green	Red	Green	Green	Green	Red	Green -
Shaw AFB	Green	Yellow	Green	Green	Green	Green	Red	Green -
Tyndall AFB	Green	Green	Red	Green	Green	Green	Red	Green -

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OPERATIONS - SMALL AIRCRAFT Subcategory

VII.6 LOCAL AREA CRIME RATE

*Violent Crime
Rate*

*Property Crime
Rate*

*Local Area
Crime Rate*

Base Name	VII.6.A	VII.6.B	VII.6
Cannon AFB	Red	Yellow	Yellow -
Davis-Monthan AFB	Red	Red	Red
Holloman AFB	Green	Yellow	Green -
Hurlburt Fld	Green	Green	Green
Langley AFB	Green	Yellow	Green -
Luke AFB	Red	Red	Red
Moody AFB	Red	Red	Red
Mt Home AFB	Green	Yellow	Green -
Seymour Johnson AFB	Red	Red	Red
Shaw AFB	Red	Red	Red
Tyndall AFB	Red	Red	Red

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OPERATIONS - SMALL AIRCRAFT Subcategory

VII.7 EDUCATION

*Pupil Teacher
Ratio* *Four Year
Programs* *Honors Programs* *College
Attendance* *Off-base
Education* *Education*

Base Name	VII.7.A	VII.7.B	VII.7.C	VII.7.D	VII.7.E	VII.7
Cannon AFB	Red	Green	Green	Green	Green	Green -
Davis-Monthan AFB	Yellow	Green	Green	Yellow	Green	Green -
Holloman AFB	Green	Green	Green	Green	Green	Green
Hurlburt Fld	Yellow	Green	Green	Green	Green	Green
Langley AFB	Green	Green	Green	Green	Green	Green
Luke AFB	Yellow	Green	Green	Yellow	Green	Green -
Moody AFB	Green	Green	Green	Green	Green	Green
Mt Home AFB	Red	Green	Red	Yellow	Yellow -	Yellow -
Seymour Johnson AFB	Yellow	Green	Green	Green	Green -	Green -
Shaw AFB	Green	Green	Green	Yellow	Green	Green
Tyndall AFB	Green	Green	Green	Green	Green	Green

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OPERATIONS - SMALL AIRCRAFT Subcategory

VII.7.E OFF-BASE EDUCATION

*Vocational /
Tech College*

*Undergraduate
College*

*Graduate
College*

*Off-Base
Education*

Base Name	VII.7.E.1	VII.7.E.2	VII.7.E.3	VII.7.E
Cannon AFB	Green	Green	Green	Green
Davis-Monthan AFB	Green	Green	Green	Green
Holloman AFB	Green	Green	Green	Green
Hurlburt Fld	Green	Green	Green	Green
Langley AFB	Green	Green	Green	Green
Luke AFB	Green	Green	Green	Green
Moody AFB	Green	Green	Green	Green
Mt Home AFB	Green	Red	Red	Yellow -
Seymour Johnson AFB	Green	Green	Red	Green -
Shaw AFB	Green	Green	Green	Green
Tyndall AFB	Green	Green	Green	Green

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OPERATIONS - SMALL AIRCRAFT Subcategory

VII.9 LOCAL MEDICAL CARE

Physicians

Hospital Beds

*Local Medical
Care*

Base Name	VII.9.A	VII.9.B	VII.9
Cannon AFB	Red	Red	Red
Davis-Monthan AFB	Green	Red	Yellow
Holloman AFB'	Red	Red	Red
Hurlburt Fld	Green	Green	Green
Langley AFB	Green	Green	Green
Luke AFB	Green	Red	Yellow
Moody AFB	Green	Green	Green
Mt Home AFB	Red	Red	Red
Seymour Johnson AFB	Green	Red	Yellow
Shaw AFB	Green	Green	Green
Tyndall AFB	Red	Red	Red

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OPERATIONS - SMALL AIRCRAFT Subcategory

VIII ENVIRONMENTAL IMPACT

	<i>Water</i>	<i>Asbestos</i>	<i>Biological</i>	<i>Cultural</i>	<i>Installation Restoration Program</i>	<i>Overall</i>
Base Name	VIII.1	VIII.2	VIII.3	VIII.4	VIII.5	VIII
Cannon AFB	Green	Red	Green	Red	Red	Yellow +
Davis-Monthan AFB	Green	Yellow	Green -	Yellow	Red	Yellow +
Holloman AFB	Green	Red	Red	Red	Red	Yellow -
Hurlburt Fld	Green	Red	Yellow -	Yellow	Red	Yellow
Langley AFB	Green	Red	Red +	Red	Red	Yellow
Luke AFB	Green	Red	Red +	Yellow	Yellow	Yellow +
Moody AFB	Green	Red	Yellow -	Yellow	Yellow	Yellow +
Mt Home AFB	Yellow	Red	Yellow +	Yellow	Red	Yellow
Seymour Johnson AFB	Green	Yellow	Yellow +	Yellow	Red	Yellow +
Shaw AFB	Green	Red	Yellow	Yellow	Yellow	Yellow +
Tyndall AFB	Green	Yellow	Red +	Yellow	Yellow	Yellow +

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OPERATIONS - SMALL AIRCRAFT Subcategory

VIII.3 BIOLOGICAL

	<i>Habitat</i>	<i>Threatened and Endangered Species</i>	<i>Wetlands</i>	<i>Floodplains</i>	<i>Biological</i>
Base Name	VIII.3.A	VIII.3.B	VIII.3.C	VIII.3.D	VIII.3
Cannon AFB	Green	Green	Green	Green	Green
Davis-Monthan AFB	Green	Yellow	Green	Green	Green -
Holloman AFB	Yellow	Red	Red	Red	Red
Hurlburt Fld	Green	Yellow	Red	Yellow	Yellow -
Langley AFB	Yellow	Yellow	Red	Red	Red +
Luke AFB	Red	Red	Yellow	Red	Red +
Moody AFB	Red	Red	Yellow	Yellow	Yellow -
Mt Home AFB	Green	Yellow	Yellow	Green	Yellow +
Seymour Johnson AFB	Green	Green	Yellow	Yellow	Yellow +
Shaw AFB	Green	Yellow	Yellow	Yellow	Yellow
Tyndall AFB	Red	Red	Yellow	Red	Red +

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OPERATIONS - SMALL AIRCRAFT Subcategory

ANALYSIS RESULTS at TIERING (25 Oct)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Mission (Flying) Requirements *Facilities and Infrastructure* *Contingency and Mobility* *Costs and Manpower Implications* *Return on Investment* *Economic Impact* *Community* *Environmental Impact*

Base Name	I.1	II	III	IV	V	VI	VII	VIII
Cannon AFB	Yellow	Green -	Yellow +	73/-502	2	7,479 (31.5%)	Yellow -	Yellow +
Davis-Monthan AFB	Green -	Green -	Green -	360/-16	17	9,746 (3.1%)	Yellow +	Yellow +
Holloman AFB	Yellow +	Green -	Green -	257/-633	4	8,625 (47.5%)	Yellow	Yellow -
Hurlburt Fld	Green -	Green -	Yellow +	129/-400	4	9,381 (14.4%)	Green -	Yellow
Langley AFB	Green -	Green -	Yellow +	294/-517	5	16,372 (2.5%)*	Green -	Yellow
Luke AFB	Green -	Yellow	Yellow	180/-343	5	11,002 (1.0%)	Yellow +	Yellow +
Moody AFB	Green -	Green -	Yellow +	98/-438	2	5,477 (16.1%)	Yellow +	Yellow +
Mt Home AFB	Yellow +	Green -	Green -	245/-414	5	5,269 (69.7%)	Yellow	Yellow
Seymour Johnson AFB	Green -	Green -	Green -	179/-462	4	7,452 (17.5%)	Yellow	Yellow +
Shaw AFB	Green -	Green -	Yellow +	194/-513	4	7,852 (19.5%)	Yellow +	Yellow +
Tyndall AFB	Green -	Green -	Yellow +	179/-373	5	7,503 (13.0%)	Yellow	Yellow +

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OPERATIONS - SMALL AIRCRAFT Subcategory

TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I

Davis-Monthan AFB
Langley AFB

TIER II

Hurlburt Fld
Luke AFB
Mt Home AFB
Seymour Johnson AFB
Shaw AFB
Tyndall AFB

TIER III

Cannon AFB
Holloman AFB
Moody AFB

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SPACE - SATELLITE CONTROL Subcategory

OVERVIEW: The Satellite Control subcategory consists of bases which monitor the status and provide controlling commands to defense assets orbiting the Earth. Bases in the satellite subcategory are:

Falcon AFB, Colorado

Onizuka AFB, California

ATTRIBUTES: Important attributes of satellite control:

- Adequate data processing equipment and facilities to support the mission
- Ability to continue to support critical processes during emergencies and natural disasters
- Unrestricted ability to track and command satellites

SPECIAL ANALYSIS METHOD: Not applicable

SUBCATEGORY DEPENDENT WEIGHTS: (See Appendix 2 for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness		II Facilities Availability and Condition		VII Community	
I.1 and 1.2 EXCLUDED	N/A	II.1 Facilities Base	25%	VII.1 Off-base Housing	14%
I.3 Satellite Control Ops	-	II.2 Facilities Housing	10%	VII.2 Transportation	7%
I.4 thru I.7 EXCLUDED	N/A	II.3 EXCLUDED	N/A	VII.3 Off-base Recreation	7%
		II.4 Air Quality	40%	VII.4 Shopping Mall	7%
		II.5 Encroachment (Electronic)	25%	VII.5 Metro Center	7%
		II.6 EXCLUDED	N/A	VII.6 Local Area Crime Rate	14%
				VII.7 Education	14%
				VII.8 Employment Opportunities	14%
				VII.9 Local Medical Care	14%
				VII.10 thru VII.14 EXCLUDED	N/A

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SPACE - SATELLITE CONTROL Subcategory

OVERALL

*Satellite Control
Operations* *Facilities and
Infrastructure* *Contingency
and Mobility* *Costs and
Manpower
Implications* *Return on
Investment* *Economic
Impact* *Community* *Environmental
Impact*

Base Name	I.3	II	III	IV	V	VI	VII	VIII
Falcon AFB	Yellow +	Green -	Red +	575/ 660	Never	3,158 (1.3%)*	Yellow +	Yellow +
Onizuka AFB	Yellow +	Yellow -	Red +	291/-82	10	4,082 (0.4%)*	Yellow +	Yellow +

UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory

I.3 SATELLITE CONTROL OPERATIONS

Base Name	<i>Mission Capacity</i>	<i>Mission Support</i>	<i>Risk</i>	<i>Satellite Control Ops</i>
	I.3.A	I.3.B	I.3.C	I.3
Falcon AFB	Green -	Yellow -	Green	Yellow +
Onizuka AFB	Yellow +	Green	Yellow -	Yellow +

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SPACE - SATELLITE CONTROL Subcategory

I.3.A MISSION CAPACITY

*Future Mission
Projection*

*Core Mission
Capable*

*Future Mission
Compatibility*

*Mission
Capacity*

Base Name	I.3.A.1	I.3.A.2	I.3.A.3	I.3.A
Falcon AFB	Green	Yellow	Green	Green -
Onizuka AFB	Red	Green	Green	Yellow +

UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory

I.3.B MISSION SUPPORT

Base Name	<i>Data Transmission Bandwidth</i>	<i>Control Points</i>	<i>CPU Equivalents</i>	<i>Mission Support</i>
	I.3.B.1	I.3.B.2	I.3.B.3	I.3.B
Falcon AFB	Yellow	Red	Red	Yellow -
Onizuka AFB	Green -	Green	Green	Green

SPACE - SATELLITE CONTROL Subcategory

I.3.B.1 DATA TRANSMISSION BANDWIDTH

Satellite
Terminal
Bandwidth

Base Comm
Infrastructure

Data
Bandwidth

Base Name	I.3.B.1.a	I.3.B.1.b	I.3.B.1
Falcon AFB	Green	Red	Yellow
Onizuka AFB	Yellow	Green	Green -

SPACE - SATELLITE CONTROL Subcategory**I.3.C RISK***Security**Operational
Hours Lost**Sustaining
Core Operations**RISK*

Base Name	I.3.C.1	I.3.C.2	I.3.C.3	I.3.C
Falcon AFB	Green	Green	Green	Green
Onizuka AFB	Red	Green	Red	Yellow -

UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory
II FACILITIES AVAILABILITY and CONDITION

	<i>Mission Support Facilities</i>	<i>On Base Housing</i>	<i>Air Quality</i>	<i>Electronic Encroachment</i>	<i>Overall</i>
Base Name	II.1	II.2	II.4	II.5	II
Falcon AFB	Green	Green -	Yellow +	Green	Green -
Onizuka AFB	Yellow	Yellow +	Yellow -	Yellow -	Yellow -

UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory

II.1 Mission Support Facilities

	<i>Facilities Capacity</i>	<i>Facilities Condition Buildings</i>	<i>Facilities Condition Infrastructure</i>	<i>Unique Facilities</i>	<i>Utility Capacity</i>	<i>Facilities</i>
Base Name	II.1.A	II.1.B	II.1.C	II.1.D	II.1.E	II.1
Falcon AFB	Green	Green -	Green	Green	Green	Green
Onizuka AFB	Yellow	Green -	Yellow	Red	Green	Yellow

UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory

II.2 ON BASE HOUSING

Base Name	<i>Housing Capacity</i>	<i>Housing Condition</i>	<i>On Base Housing</i>
	II.2.A	II.2.B	II.2
Falcon AFB	Yellow	Green	Green -
Onizuka AFB	Green	Yellow	Yellow +

UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory

II.4 AIR QUALITY

*Attainment
Status*

Restrictions

Future Growth

Air Quality

Base Name	II.4.A	II.4.B	II.4.C	II.4
Falcon AFB	Yellow	Green	Yellow	Yellow +
Onizuka AFB	Yellow	Red	Yellow	Yellow -

SPACE - SATELLITE CONTROL Subcategory

II.5 ELECTRONIC ENCROACHMENT

Base Name	Overhead Obstructions		Ground Level Radiation		Electronic Devices		Electronic Encroachment	
	II.5.A	II.5.B	II.5.C	II.5	II.5.A	II.5.B	II.5.C	II.5
Falcon AFB	Yellow	Green	Yellow	Yellow +	Yellow	Yellow	Yellow	Yellow +
Onizuka AFB	Yellow	Red	Yellow	Yellow -	Yellow	Yellow	Yellow	Yellow -

SPACE - SATELLITE CONTROL Subcategory
III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Maximum on Ground Capacity	III.1	Red	Falcon AFB	Red	Onizuka AFB	Red
Wide Body Aircraft Operations	III.2	Red		Red		Red
Fuel Hydrant System	III.3	Red		Red		Red
Fuel Storage by Pipeline	III.4	Red		Red		Red
Munitions (Cat I.1)	III.5	Red		Red		Red
Hot Cargo Pad	III.6	Red		Red		Red
Geographic Location	III.7	Yellow +		Yellow +		Green
Overall	III	Red +		Red +		Red +

UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory

III.7 GEOGRAPHIC LOCATION

*Ground Force
Installation*

Rail Access

Port Facility

*Geographic
Location*

Base Name	III.7.A	III.7.B	III.7.C	III.7
Falcon AFB	Green	Green	Red	Yellow +
Onizuka AFB	Green	Green	Green	Green

UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory

IV/V Cost and Manpower Implications/Return on Investment

Base Name	IV.1	IV.2	20 Year Net Present Value	Steady State Savings	Manpower Savings	Return On Investment
Falcon AFB	575	660	-8	323	Never	10
Onizuka AFB	291	-82	33	388		

UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory

VI Economic Impact

Base Name	<i>Economic Area Employment (93)</i>	<i>Direct Job Loss (Current BRAC)</i>	<i>Indirect Job Loss (Current BRAC)</i>	<i>Previous Job Loss (Prior BRACs)</i>	<i>Total Job Loss (Current BRAC)</i>	<i>Percent Job Loss (Current BRAC)</i>	<i>Cumulative Loss (All BRACs)</i>	<i>Percent Job Loss (All BRACs)</i>
Falcon AFB	246,218	3,257	1,456	-1,555	4,713	1.9%	3,158	1.3%
Onizuka AFB	1,002,008	1,403	789	1,890	2,192	0.2%	4,082	0.4%

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SPACE - SATELLITE CONTROL Subcategory

VI Economic Impact - Community Statistics

Base Name		<i>Economic Statistical Area</i>	<i>Population (1992 Census)</i>	<i>Per Capita Income (1991)</i>	<i>1984-1991 Average Income Increase</i>
Falcon AFB	Colorado Springs, Co MSA		421,000	\$18,300	4.2%
Onizuka AFB	San Jose, CA MSA		1,528,000	\$25,924	4.2%

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SPACE - SATELLITE CONTROL Subcategory

VI Economic Impact - Unemployment Statistics

<i>Economic Statistical Area</i>		<i>Unemployment (10 Year Average)</i>	<i>Unemployment (3 Year Average)</i>	<i>Unemployment (1993)</i>
Base Name				
Falcon AFB	Colorado Springs, Co MSA	6.5%	6.0%	5.9%
Onizuka AFB	San Jose, CA MSA	5.2%	6.4%	6.8%

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SPACE - SATELLITE CONTROL Subcategory

VII COMMUNITY

	<i>Off-Base Housing</i>	<i>Transportation</i>	<i>Off-Base Recreation</i>	<i>Shopping Mall</i>	<i>Metro Center</i>	<i>Local Area Crime Rate</i>	<i>Education</i>	<i>Employment Opportunities</i>	<i>Local Medical Care</i>	<i>Overall</i>
Base Name	VII.1	VII.2	VII.3	VII.4	VII.5	VII.6	VII.7	VII.8	VII.9	VII
Falcon AFB	Yellow	Yellow +	Green -	Yellow	Green	Green -	Green	Green	Red	Yellow +
Onizuka AFB	Red	Green -	Green -	Green	Green	Green -	Green	Red	Yellow	Yellow +

UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory

VII.1 OFF-BASE HOUSING

Affordable

Suitable

Off-Base Housing

Base Name	VII.1.A	VII.1.B	VII.1
Falcon AFB	Yellow	Yellow	Yellow
Onizuka AFB	Red	Red	Red

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SPACE - SATELLITE CONTROL Subcategory

VII.2 TRANSPORTATION

Base Name	VII.2.A Public Transportation	VII.2.B Municipal Airport Proximity	VII.2.C Municipal Airport Carriers	VII.2.D Commute Time to Work	VII.2 Transportation
Falcon AFB	Red	Green	Green	Yellow	Yellow +
Onizuka AFB	Green	Green	Green	Yellow	Green -

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SPACE - SATELLITE CONTROL Subcategory

VII.3 OFF-BASE RECREATION

Swimming Pool

Movie Theater

*Public Golf
Course*

Bowling Lane

Boating

Fishing

Zoo

Base Name	VII.3.A	VII.3.B	VII.3.C	VII.3.D	VII.3.E	VII.3.F	VII.3.G
Falcon AFB	Green	Green	Green	Green	Green	Green	Green
Onizuka AFB	Green	Green	Green	Green	Green	Red	Green

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SPACE - SATELLITE CONTROL Subcategory

VII.3 OFF-BASE RECREATION (Cont.)

	<i>Aquarium</i>	<i>Theme Park</i>	<i>Professional Sports</i>	<i>College Sports</i>	<i>Camping Facilities</i>	<i>Beaches</i>	<i>Winter Sports</i>	<i>Off-Base Recreation</i>
Base Name	VII.3.H	VII.3.I	VII.3.J	VII.3.K	VII.3.L	VII.3.M	VII.3.N	VII.3
Falcon AFB	Red	Green	Green	Green	Green	Green	Yellow	Green -
Onizuka AFB	Yellow	Green	Green	Green	Green	Green	Red	Green -

UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory

VII.6 LOCAL AREA CRIME RATE

*Violent Crime
Rate*

*Property Crime
Rate*

*Local Area
Crime Rate*

Base Name	VII.6.A	VII.6.B	VII.6
Falcon AFB	Green	Yellow	Green -
Onizuka AFB	Green	Yellow	Green -

UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory

VII.7 EDUCATION

*Pupil Teacher
Ratio*
*Four Year
Programs*
Honors Programs
*College
Attendance*
*Off-base
Education*
Education

Base Name	VII.7.A	VII.7.B	VII.7.C	VII.7.D	VII.7.E	VII.7
Falcon AFB	Green	Green	Green	Green	Green	Green
Onizuka AFB	Yellow	Green	Green	Green	Green	Green

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SPACE - SATELLITE CONTROL Subcategory

VII.7.E OFF-BASE EDUCATION

*Vocational /
Tech College*

*Undergraduate
College*

*Graduate
College*

*Off-Base
Education*

Base Name	VII.7.E.1	VII.7.E.2	VII.7.E.3	VII.7.E
Falcon AFB	Green	Green	Green	Green
Onizuka AFB	Green	Green	Green	Green

UNCLASSIFIED

SPACE - SATELLITE CONTROL Subcategory

VII.9 LOCAL MEDICAL CARE

Physicians

Hospital Beds

Local Medical Care

Base Name	VII.9.A	VII.9.B	VII.9
Falcon AFB	Red	Red	Red
Onizuka AFB	Green	Red	Yellow

SPACE - SATELLITE CONTROL Subcategory

VIII ENVIRONMENTAL IMPACT

Water
Asbestos
Biological
Cultural
Installation Restor-
ation Program
Overall

Base Name	VIII.1	VIII.2	VIII.3	VIII.4	VIII.5	VIII
Falcon AFB	Yellow	Green	Yellow +	Green	Green	Yellow +
Onizuka AFB	Yellow	Red	Green -	Green	Yellow	Yellow +

SPACE - SATELLITE CONTROL Subcategory**VIII.3 BIOLOGICAL***Habitat**Threatened and
Endangered Species**Wetlands**Floodplains**Biological*

Base Name	VIII.3.A	VIII.3.B	VIII.3.C	VIII.3.D	VIII.3
Falcon AFB	Green	Green	Yellow	Yellow	Yellow +
Onizuka AFB	Green	Yellow	Green	Yellow	Green -

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SPACE - SATELLITE CONTROL Subcategory

ANALYSIS RESULTS at TIERING (12 Dec)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

	<i>Satellite Control Operations</i>	<i>Facilities and Infrastructure</i>	<i>Contingency and Mobility</i>	<i>Costs and Manpower Implications</i>	<i>Return on Investment</i>	<i>Economic Impact</i>	<i>Community</i>	<i>Environmental Impact</i>
Base Name	I.3	II	III	IV	V	VI	VII	VIII
Falcon AFB	Yellow +	Green -	Red +	575/ 660	Never	4,722 (2.5%)	Yellow +	Yellow +
Onizuka AFB	Yellow +	Yellow -	Red +	291/-82	10	4,082 (0.5%)*	Yellow +	Yellow +

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SPACE - SATELLITE CONTROL Subcategory**TIERING OF BASES**

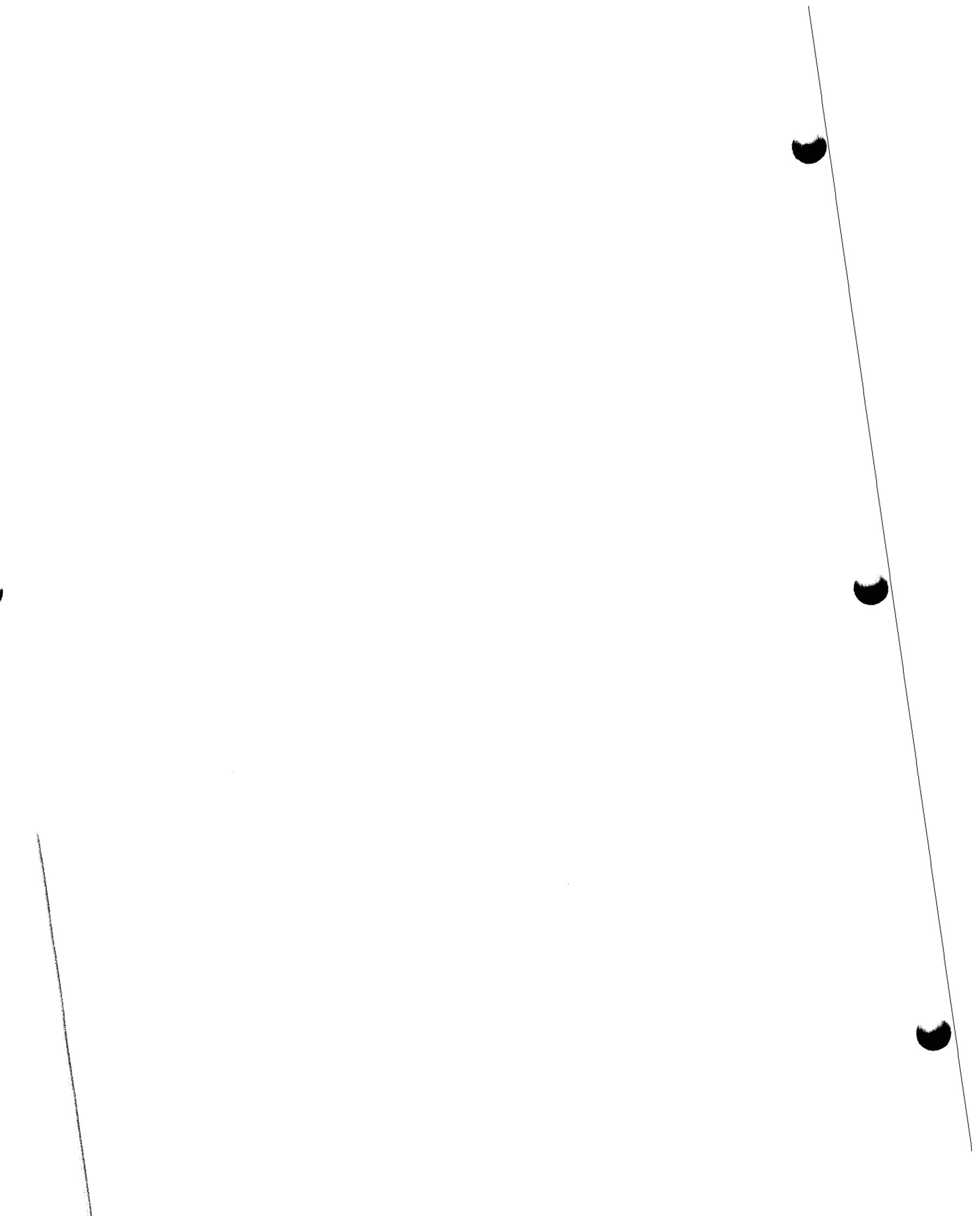
As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I

Falcon AFB

TIER III

Onizuka AFB



AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

OVERVIEW: The Air National Guard subcategory consists of installations that support the Air Force in federal military missions and their state governors in state assigned missions. Non-mobilized Air National Guard units are commanded by the governors of the state in which they reside. The governor can mobilize these units in times of state crises and disaster relief. The President mobilizes these units in times of national emergency, and they are assigned to their gaining Air Force major commands. Each unit manages its day to day recruiting and training following directives set by the National Guard Bureau, the gaining Air Force major command, and each states Adjutant General's office. Bases in the Air National Guard subcategory are:

Boise Air Terminal ANG, Idaho

Lambert Field ANG, Missouri

Portland IAP ANG, Oregon

Selfridge ANG, Michigan

Buckley ANG, Colorado

Martin State APT ANG, Maryland

Rickenbacker ANG, Ohio

Stewart IAP ANG, New York

Greater Pittsburgh IAP ANG, Pennsylvania

Otis ANG, Massachusetts

Salt Lake City IAP ANG, Utah

Tuscon IAP ANG, Arizona

ATTRIBUTES: Important attributes of Air National Guard bases and stations are:

- Maintain presence in civilian communities
- Proximity to large recruiting areas
- Proximity to adequate training airspace, ranges, and facilities
- Cost effective basing of force structure

SPECIAL ANALYSIS METHOD: Installations were not tiered. Air National Guard units have a special relationship with their respective states and local communities and do not necessarily compete directly with each other.

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

SUBCATEGORY DEPENDENT WEIGHTS:

I Mission Effectiveness				II Facilities Availability and Condition			VII Community	
I.1 Flying Operations				II.1 Facilities Base	28%		VII.1 thru VII.9 EXCLUDED	N/A
I.1.A and I.1.B EXCLUDED	N/A			II.2 EXCLUDED	N/A		VII.10 Recruitable Pool	20%
I.1.C Airfield Evaluation	12%			II.3 Encroachment (Airfield)	28%		VII.11 Other Reserve/Guard Units	20%
I.1.D ARC Operations	88%			II.3.A Existing Assoc Airsp		37%	VII.12 Population per Unit	40%
I.1.D.1 BOS Integration		20%		II.3.B Future Assoc Airsp		37%	VII.13 Total Population	20%
I.1.D.2 ARC Flying Ops		80%		II.3.C Existing Local Area		12%		
I.1.D.2.a Fighter Trng			*	II.3.D Future Local Area		12%		
I.1.D.2.b Tanker Trng			*	II.3.E and II.3.F EXCLUDED		N/A		
I.1.D.2.c Airlift Trng			*	II.4 Air Quality	44%			
I.2 thru I.7 EXCLUDED				II.5 and II.6 EXCLUDED	N/A			

* Weights are dependant on the primary mission at each base.

Mission	I.1.D.2.a	I.1.D.2.b	I.1.D.2.c	Bases:	
FIGHTER	70%	15%	15%	Boise Air Terminal ANG	Buckley ANGB
				Lambert Field ANG	Martin State APT ANG
				Otis ANGB	Portland IAP ANG
				Selfridge ANGB	Tuscon IAP ANG
TANKER	15%	70%	15%	Greater Pittsburgh IAP ANG	Rickenbacker ANGB
				Salt Lake City IAP ANG	
AIRLIFT	15%	15%	70%	Stewart IAP ANG	

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

OVERALL

*Mission (Flying)
Requirements*

*Facilities and
Infrastructure*

*Contingency
and Mobility*

*Costs and
Manpower
Implications*

*Return on
Investment*

*Economic
Impact*

Community

*Environmental
Impact*

Base Name	I.1	II	III	IV	V	VI	VII	VIII
Boise Air Terminal ANG	Yellow	Green -	Yellow	48/-7	15	458 (0.3%)	Yellow +	Green -
Buckley ANGB	Yellow -	Yellow +	Yellow	76/-99	7	8,195 (0.7%)*	Green -	Yellow +
Greater Pittsburgh IAP ANG	Yellow	Yellow +	Yellow	-		707 (0.1%)	Green -	Green -
Lambert Field ANG	Yellow -	Yellow +	Yellow -	59/ 32	86	585 (0.0%)	Green -	Green
Martin State APT ANG	Yellow	Yellow	Yellow	93/ 66	100+	-428 (0.0%)*	Green -	Green -
Otis ANGB	Yellow	Yellow +	Yellow	57/-154	4	2,603 (2.7%)	Green -	Yellow -
Portland IAP ANG	Yellow	Green -	Yellow -	-		1,197 (0.1%)	Green -	Yellow -
Rickenbacker ANGB	Yellow	Green -	Yellow	78/-1	18	3,876 (0.4%)*	Red +	Yellow +
Salt Lake City IAP ANG	Green -	Yellow +	Yellow +	57/ 17	32	806 (0.1%)*	Green -	Green -
Selfridge ANGB	Yellow -	Green -	Yellow +	-		2,818 (0.1%)*	Green -	Yellow +
Stewart IAP ANG	Green -	Green -	Yellow +	-		1,263 (0.9%)*	Green -	Green -
Tucson IAP ANG	Yellow +	Yellow +	Yellow -	79/ 34	45	1,185 (0.4%)	Yellow +	Green -

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1 MISSION REQUIREMENTS - FLYING

*Airfield
Capabilities*

*ARC Operational
Effectiveness*

*Flying
Mission*

Base Name	I.1.C	I.1.D	I.1
Boise Air Terminal ANG	Red	Yellow	Yellow
Buckley ANGB	Yellow -	Yellow -	Yellow -
Greater Pittsburgh IAP ANG	Red	Yellow	Yellow
Lambert Field ANG	Red	Yellow -	Yellow -
Martin State APT ANG	Red	Yellow +	Yellow
Otis ANGB	Red	Yellow	Yellow
Portland IAP ANG	Yellow -	Yellow	Yellow
Rickenbacker ANGB	Yellow -	Yellow	Yellow
Salt Lake City IAP ANG	Yellow -	Green -	Green -
Selfridge ANGB	Green -	Yellow -	Yellow -
Stewart IAP ANG	Yellow	Green -	Green -
Tucson IAP ANG	Yellow -	Yellow +	Yellow +

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

	<i>Fighter Mission</i>	<i>Bomber Mission</i>	<i>Tanker Mission</i>	<i>Airlift Mission</i>	<i>Airfield Capabilities</i>
Base Name	I.1.C.1	I.1.C.2	I.1.C.3	I.1.C.4	I.1.C
Boise Air Terminal ANGS	Red	Red	Red	Red	Red
Buckley ANGB	Green	Red	Red	Red	Yellow -
Greater Pittsburgh IAP ANGS	Red	Red	Red	Red	Red
Lambert Field ANGS	Red	Red	Red	Red	Red
Martin State APT ANGS	Red	Red	Red	Red	Red
Otis ANGB	Red	Red	Red	Red	Red
Portland IAP ANGS	Green	Red	Red	Red	Yellow -
Rickenbacker ANGB	Green	Red	Red	Red	Yellow -
Salt Lake City IAP ANGS	Green	Red	Red	Red	Yellow -
Selfridge ANGB	Green	Red	Green	Green	Green -
Stewart IAP ANGS	Green	Red	Green	Red	Yellow
Tucson IAP ANGS	Green	Red	Red	Red	Yellow -

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.D ARC FLYING MISSION EFFECTIVENESS

Base Name	<div> <div>Base Operating Support Integration</div> <div>ARC Training Effectiveness</div> <div>ARC Effectiveness</div> </div>		
	I.1.D.1	I.1.D.2	I.1.D
Boise Air Terminal ANG	Yellow +	Yellow	Yellow
Buckley ANGB	Yellow	Yellow -	Yellow -
Greater Pittsburgh IAP ANG	Red +	Yellow'	Yellow
Lambert Field ANG	Yellow +	Yellow -	Yellow -
Martin State APT ANG	Yellow	Yellow +	Yellow +
Otis ANGB	Yellow	Yellow	Yellow
Portland IAP ANG	Yellow +	Yellow	Yellow
Rickenbacker ANGB	Red +	Yellow +	Yellow
Salt Lake City IAP ANG	Red +	Green	Green -
Selfridge ANGB	Yellow -	Yellow -	Yellow -
Stewart IAP ANG	Yellow +	Green -	Green -
Tucson IAP ANG	Yellow	Yellow +	Yellow +

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.D.1 BASE OPERATING SUPPORT INTEGRATION

*Petroleum, Oils
and Lubricants*

Security

*Base
Supply*

*Tower/ Air
Traffic Control*

*Base Civil
Engineering*

*BOS
Integration*

Base Name	I.1.D.1.a	I.1.D.1.b	I.1.D.1.c	I.1.D.1.d	I.1.D.1.e	I.1.D.1
Boise Air Terminal ANGS	Yellow	Yellow	Yellow	Green	Yellow	Yellow +
Buckley ANGB	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Greater Pittsburgh IAP ANGS	Red	Red	Red	Green	Red	Red +
Lambert Field ANGS	Yellow	Yellow	Yellow	Green	Yellow	Yellow +
Martin State APT ANGS	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Otis ANGB	Yellow	Green	Red	Yellow	Yellow	Yellow
Portland IAP ANGS	Yellow	Yellow	Yellow	Green	Yellow	Yellow +
Rickenbacker ANGB	Red	Red	Red	Green	Red	Red +
Salt Lake City IAP ANGS	Red	Red	Red	Green	Red	Red +
Selfridge ANGB	Yellow	Yellow	Red	Yellow	Yellow	Yellow -
Stewart IAP ANGS	Yellow	Yellow	Yellow	Green	Yellow	Yellow +
Tucson IAP ANGS	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.D.2 ARC TRAINING EFFECTIVENESS

	<i>Fighter Training</i>	<i>Tanker Training</i>	<i>Airlift Training</i>	<i>ARC Effectiveness</i>
Base Name	I.1.D.2.a	I.1.D.2.b	I.1.D.2.c	I.1.D.2
Boise Air Terminal ANG	Yellow	Yellow +	Green -	Yellow
Buckley ANGB	Red +	Green -	Green	Yellow -
Greater Pittsburgh IAP ANG	Red	Yellow	Green	Yellow
Lambert Field ANG	Red +	Green -	Green	Yellow -
Martin State APT ANG	Yellow +	Yellow	Green	Yellow +
Otis ANGB	Yellow	Yellow	Green	Yellow
Portland IAP ANG	Yellow -	Yellow +	Green	Yellow
Rickenbacker ANGB	Red +	Yellow +	Green	Yellow +
Salt Lake City IAP ANG	Green -	Green	Green	Green
Selfridge ANGB	Red +	Yellow	Green	Yellow -
Stewart IAP ANG	Red +	Yellow	Green	Green -
Tucson IAP ANG	Yellow	Green -	Green	Yellow +

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.D.2.a ARC FIGHTER TRAINING AREAS

*Supersonic Air
Combat MOAs*

*Other Air Combat
MOAs*

*Low Altitude
MOAs*

*Scorable Range
Complexes*

*Electronic Combat
Ranges*

Base Name	I.1.D.2.a.1	I.1.D.2.a.2	I.1.D.2.a.3	I.1.D.2.a.4	I.1.D.2.a.5
Boise Air Terminal ANGS	Red	Red	Green	Red	Green
Buckley ANGB	Red	Red	Red	Red	Red
Greater Pittsburgh IAP ANGS	Red	Red	Red	Red	Red
Lambert Field ANGS	Red	Red	Red	Red	Green
Martin State APT ANGS	Green	Yellow	Yellow	Green	Green
Otis ANGB	Green	Green	Green	Red	Green
Portland IAP ANGS	Green	Yellow	Yellow	Red	Red
Rickenbacker ANGB	Red	Red	Red	Red	Green
Salt Lake City IAP ANGS	Red	Green	Green	Green	Green
Selfridge ANGB	Red	Red	Red	Red	Green
Stewart IAP ANGS	Yellow	Red	Red	Red	Green
Tucson IAP ANGS	Red	Red	Red	Green	Red

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.D.2.a ARC FIGHTER TRAINING AREAS (Cont.)

Base Name	<i>Tactical Aircraft Employment</i>	<i>Air Combat Maneuvering Instrumentation</i>	<i>Full Scale Weapons Drop Range</i>	<i>Visual Routes (VRs)/ Instrument Routes (IRs)</i>	<i>ARC Fighter Training Areas</i>
	I.1.D.2.a.6	I.1.D.2.a.7	I.1.D.2.a.8	I.1.D.2.a.9	I.1.A.1.b
Boise Air Terminal ANGS	Green	Red	Green	Green	Yellow
Buckley ANGB	Green	Red	Green	Yellow	Red +
Greater Pittsburgh IAP ANGS	Red	Red	Yellow	Red	Red
Lambert Field ANGS	Red	Red	Green	Yellow	Red +
Martin State APT ANGS	Red	Red	Green	Green	Yellow +
Otis ANGB	Red	Red	Yellow	Red	Yellow
Portland IAP ANGS	Yellow	Red	Red	Yellow	Yellow -
Rickenbacker ANGB	Red	Red	Green	Yellow	Red +
Salt Lake City IAP ANGS	Green	Green	Green	Yellow	Green -
Selfridge ANGB	Yellow	Red	Green	Yellow	Red +
Stewart IAP ANGS	Red	Red	Green	Red	Red +
Tucson IAP ANGS	Green	Green	Green	Yellow	Yellow

UNCLASSIFIED

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.D.2.b ARC TANKER TRAINING

Refueling Events

Tanker Saturation

Concentrated Receiver Area

ARC Tanker Training

Base Name	I.1.D.2.b.1	I.1.D.2.b.2	I.1.D.2.b.3	I.1.D.2.b
Boise Air Terminal ANGS	Green	Red	Green	Yellow +
Buckley ANGB	Green	Yellow	Green	Green -
Greater Pittsburgh IAP ANGS	Green	Red	Yellow	Yellow
Lambert Field ANGS	Green	Yellow	Green	Green -
Martin State APT ANGS	Green	Red	Yellow	Yellow
Otis ANGB	Green	Red	Yellow	Yellow
Portland IAP ANGS	Green	Red	Green	Yellow +
Rickenbacker ANGB	Green	Red	Green	Yellow +
Salt Lake City IAP ANGS	Green	Green	Green	Green
Selfridge ANGB	Green	Red	Yellow	Yellow
Stewart IAP ANGS	Green	Red	Yellow	Yellow
Tucson IAP ANGS	Green	Green	Yellow	Green -

UNCLASSIFIED

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.D.2.c ARC AIRLIFT TRAINING AREAS

	<i>Drop Zones</i>	<i>Airdrop Employment</i>	<i>Full Scale Airdrop</i>	<i>Instrument Routes and Visual Routes (IRs and VRs)</i>	<i>ARC Airlift Training</i>
Base Name	I.1.D.2.c.1	I.1.D.2.c.2	I.1.D.2.c.3	I.1.D.2.c.4	I.1.D.2.c
Boise Air Terminal ANGS	Yellow	Green	Green	Green	Green -
Buckley ANGB	Green	Green	Green	Green	Green
Greater Pittsburgh IAP ANGS	Green	Green	Green	Green	Green
Lambert Field ANGS	Green	Green	Green	Green	Green
Martin State APT ANGS	Green	Green	Green	Green	Green
Otis ANGB	Green	Green	Green	Green	Green
Portland IAP ANGS	Green	Green	Green	Green	Green
Rickenbacker ANGB	Green	Green	Green	Green	Green
Salt Lake City IAP ANGS	Green	Green	Green	Green	Green
Selfridge ANGB	Green	Green	Green	Green	Green
Stewart IAP ANGS	Green	Green	Green	Green	Green
Tucson IAP ANGS	Green	Green	Green	Green	Green

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

II FACILITIES AVAILABILITY and CONDITION

*Mission Support
Facilities*

*Airspace
Encroachment*

Air Quality

Overall

Base Name	II.1	II.3	II.4	II
Boise Air Terminal ANGS	Green -	Green	Yellow +	Green -
Buckley ANGB	Green -	Green	Yellow	Yellow +
Greater Pittsburgh IAP ANGS	Yellow -	Green -	Yellow +	Yellow +
Lambert Field ANGS	Yellow -	Green	Yellow	Yellow +
Martin State APT ANGS	Yellow	Green -	Yellow -	Yellow
Otis ANGB	Green -	Green -	Yellow -	Yellow +
Portland IAP ANGS	Green	Green	Yellow +	Green -
Rickenbacker ANGB	Green -	Green -	Yellow +	Green -
Salt Lake City IAP ANGS	Yellow	Green	Yellow	Yellow +
Selfridge ANGB	Yellow +	Green -	Green -	Green -
Stewart IAP ANGS	Green -	Green -	Green	Green -
Tucson IAP ANGS	Red +	Green	Yellow +	Yellow +

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

II.1 Mission Support Facilities

Base Name	<i>Facilities Capacity</i>	<i>Facilities Condition Buildings</i>	<i>Facilities Condition Infrastructure</i>	<i>Unique Facilities</i>	<i>Utility Capacity</i>	<i>Facilities</i>
	II.1.A	II.2.B	II.2.C	II.2.D	II.2.E	II.2
Boise Air Terminal ANGS	Green	Yellow	Yellow +	Red	Green	Green -
Buckley ANGB	Green	Green -	Yellow +	Green	Green	Green -
Greater Pittsburgh IAP ANGS	Yellow	Red	Yellow -	Red	Green	Yellow -
Lambert Field ANGS	Red	Yellow +	Green -	Red	Green	Yellow -
Martin State APT ANGS	Yellow	Yellow -	Yellow	Red	Green	Yellow
Otis ANGB	Green	Green -	Yellow	Red	Green	Green -
Portland IAP ANGS	Green	Green -	Green	Red	Green	Green
Rickenbacker ANGB	Green	Green	Green -	Red	Green	Green -
Salt Lake City IAP ANGS	Yellow	Yellow -	Yellow -	Red	Green	Yellow
Selfridge ANGB	Green	Yellow	Yellow -	Red	Green	Yellow +
Stewart IAP ANGS	Green	Green -	Green -	Red	Yellow +	Green -
Tucson IAP ANGS	Red	Red	Yellow	Red	Green	Red +

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

II.3 AIRSPACE ENCROACHMENT

Base Name	<i>Existing Associated Airspace</i>	<i>Future Associated Airspace</i>	<i>Existing Local Flying Area</i>	<i>Future Local Flying Area</i>	<i>ENCROACHMENT</i>
	II.3.A	II.3.B	II.3.C	II.3.D	II.3
Boise Air Terminal ANG	Green	Green	Green	Green	Green
Buckley ANGB	Green	Green -	Green	Green	Green
Greater Pittsburgh IAP ANG	Green	Green	Red	Red	Green -
Lambert Field ANG	Green	Green	Green	Green	Green
Martin State APT ANG	Green	Green	Red	Red	Green -
Otis ANGB	Green	Green	Yellow	Yellow	Green -
Portland IAP ANG	Green	Green	Green	Green	Green
Rickenbacker ANGB	Green	Green	Yellow	Yellow	Green -
Salt Lake City IAP ANG	Green	Green	Green	Green	Green
Selfridge ANGB	Green	Green	Yellow	Yellow	Green -
Stewart IAP ANG	Green	Green	Yellow	Yellow	Green -
Tucson IAP ANG	Green	Green	Green	Green	Green

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

II.3.A EXISTING ASSOCIATED AIRSPACE

Base Name	<div> <div>MOAs and Restricted Airspace</div> <div>Bombing Ranges Drop Zones</div> <div>Low Level Routes</div> <div>Associated Airspace</div> </div>			
	II.3.A.1	II.3.A.2	II.3.A.3	II.3.A
Boise Air Terminal ANGS	Green	Green	Green	Green
Buckley ANGB	Green	Green	Green	Green
*Greater Pittsburgh IAP ANGS	Green	Green	Green	Green
Lambert Field ANGS	Green	Green	Green	Green
Martin State APT ANGS	Green	Green	Green	Green
Otis ANGB	Green	Green	Green	Green
Portland IAP ANGS	Green	Green	Green	Green
Rickenbacker ANGB	Green	Green	Green	Green
Salt Lake City IAP ANGS	Green	Green	Green	Green
Selfridge ANGB	Green	Green	Green	Green
Stewart IAP ANGS	Green	Green	Green	Green
Tucson IAP ANGS	Green	Green	Green	Green

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

II.3.B FUTURE ASSOCIATED AIRSPACE

Base Name	<i>MOAs and Restricted Airspace</i>	<i>Bombing Ranges Drop Zones</i>	<i>Low Level Routes</i>	<i>Associated Airspace</i>
	II.3.B.1	II.3.B.2	II.3.B.3	II.3.B
Boise Air Terminal ANGS	Green	Green	Green	Green
Buckley ANGB	Yellow	Green	Green	Green -
Greater Pittsburgh IAP ANGS	Green	Green	Green	Green
Lambert Field ANGS	Green	Green	Green	Green
Martin State APT ANGS	Green	Green	Green	Green
Otis ANGB	Green	Green	Green	Green
Portland IAP ANGS	Green	Green	Green	Green
Rickenbacker ANGB	Green	Green	Green	Green
Salt Lake City IAP ANGS	Green	Green	Green	Green
Selfridge ANGB	Green	Green	Green	Green
Stewart IAP ANGS	Green	Green	Green	Green
Tucson IAP ANGS	Green	Green	Green	Green

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

II.4 AIR QUALITY

*Attainment
Status*

Restrictions

Future Growth

Air Quality

Base Name	II.4.A	II.4.B	II.4.C	II.4
Boise Air Terminal ANGS	Yellow	Green	Yellow	Yellow +
Buckley ANGB	Yellow	Yellow	Yellow	Yellow
Greater Pittsburgh IAP ANGS	Yellow	Green	Yellow	Yellow +
Lambert Field ANGS	Yellow	Green	Red	Yellow
Martin State APT ANGS	Red	Green	Red	Yellow -
Otis ANGB	Red	Green	Red	Yellow -
Portland IAP ANGS	Yellow	Green	Yellow	Yellow +
Rickenbacker ANGB	Yellow	Green	Yellow	Yellow +
Salt Lake City IAP ANGS	Yellow	Yellow	Yellow	Yellow
Selfridge ANGB	Green	Green	Yellow	Green -
Stewart IAP ANGS	Green	Green	Green	Green
Tucson IAP ANGS	Yellow	Green	Yellow	Yellow +

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Base Name	<i>Maximum on Ground Capacity</i>	<i>Wide Body Aircraft Operations</i>	<i>Fuel Hydrant System</i>	<i>Fuel Storage by Pipeline</i>	<i>Munitions (Cat 1.1) Capacity</i>	<i>Hot Cargo Pad</i>	<i>Geographic Location</i>	<i>Overall</i>
	III.1	III.2	III.3	III.4	III.5	III.6	III.7	III
Boise Air Terminal ANGS	Yellow	Green	Red	Green	Red	Green	Yellow +	Yellow
Buckley ANGB	Yellow	Green	Red	Red	Red	Green	Yellow +	Yellow
Greater Pittsburgh IAP ANGS	Yellow	Green	Green	Red	Red	Red	Yellow -	Yellow
Lambert Field ANGS	Yellow	Green	Red	Red	Red	Red	Yellow +	Yellow -
Martin State APT ANGS	Yellow	Green	Red	Red	Red	Green	Green	Yellow
Otis ANGB	Yellow	Green	Green	Red	Red	Green	Yellow -	Yellow
Portland IAP ANGS	Red	Green	Red	Red	Red	Red	Yellow +	Yellow -
Rickenbacker ANGB	Yellow	Green	Green	Red	Red	Red	Yellow +	Yellow
Salt Lake City IAP ANGS	Yellow	Green	Green	Green	Red	Red	Yellow -	Yellow +
Selfridge ANGB	Green	Green	Red	Red	Yellow	Green	Yellow +	Yellow +
Stewart IAP ANGS	Green	Green	Green	Red	Red	Red	Green	Yellow +
Tucson IAP ANGS	Red	Green	Red	Red	Red	Green	Yellow +	Yellow -

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

III.7 GEOGRAPHIC LOCATION

*Ground Force
Installation*

Rail Access

Port Facility

*Geographic
Location*

Base Name	III.7.A	III.7.B	III.7.C	III.7
Boise Air Terminal ANG	Green	Green	Red	Yellow +
Buckley ANGB	Green	Green	Red	Yellow +
Greater Pittsburgh IAP ANG	Red	Green	Red	Yellow -
Lambert Field ANG	Green	Green	Red	Yellow +
Martin State APT ANG	Green	Green	Green	Green
Otis ANGB	Red	Green	Red	Yellow -
Portland IAP ANG	Green	Green	Red	Yellow +
Rickenbacker ANGB	Green	Green	Red	Yellow +
Salt Lake City IAP ANG	Red	Green	Red	Yellow -
Selfridge ANGB	Green	Green	Red	Yellow +
Stewart IAP ANG	Green	Green	Green	Green
Tucson IAP ANG	Green	Green	Red	Yellow +

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

IV/V Cost and Manpower Implications/Return on Investment

Base Name	<i>One Time Costs (Closing)</i>	<i>20 Year Net Present Value</i>	<i>Steady State Savings</i>	<i>Manpower Savings</i>	<i>Return On Investment</i>
Base Name	IV.1	IV.2			V
Boise Air Terminal ANG	48	-7	3	31	15
Buckley ANGB	76	-99	12	253	7
Greater Pittsburgh IAP ANG					
Lambert Field ANG	59	32	2	28	86
Martin State APT ANG	93	66	2	25	100+
Otis ANGB	57	-154	15	298	4
Portland IAP ANG					
Rickenbacker ANGB	78	-1	5	31	18
Salt Lake City IAP ANG	57	17	3	34	32
Selfridge ANGB					
Stewart IAP ANG					
Tucson IAP ANG	79	34	3	37	45

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

VI Economic Impact

Base Name	<i>Economic Area Employment (93)</i>	<i>Direct Job Loss (Current BRAC)</i>	<i>Indirect Job Loss (Current BRAC)</i>	<i>Previous Job Loss (Prior BRACs)</i>	<i>Total Job Loss (Current BRAC)</i>	<i>Percent Job Loss (Current BRAC)</i>	<i>Cumulative Loss (All BRACs)</i>	<i>Percent Job Loss (All BRACs)</i>
Boise Air Terminal ANGS	152,843	325	133	-	458	0.3%	-	-
Buckley ANGB	1,133,380	2,501	1,485	4,209	3,986	0.4%	8,195	0.7%
Greater Pittsburgh IAP ANGS	1,112,994	441	266	-	707	0.1%	-	-
Lambert Field ANGS	1,428,582	365	220	-	585	0.0%	-	-
Martin State APT ANGS	1,357,930	510	303	-1,241	813	0.1%	-	-
Otis ANGB	97,525	1,876	727	-	2,603	2.7%	-	-
Portland IAP ANGS	813,415	744	453	-	1,197	0.1%	-	-
Rickenbacker ANGB	863,325	458	270	3,148	728	0.1%	3,876	0.4%
Salt Lake City IAP ANGS	659,460	447	267	92	714	0.1%	806	0.1%
Selfridge ANGB	2,197,742	1,790	1,069	-41	2,859	0.1%	2,818	0.1%
Stewart IAP ANGS	140,567	905	361	-3	1,266	0.9%	1,263	0.9%
Tucson IAP ANGS	334,470	781	404	-	1,185	0.4%	-	-

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Boise Air Terminal ANG	ADA County, ID	223,000	\$21,105	5.8%
Buckley ANGB	Denver, CO PMSA	1,712,000	\$22,930	4.5%
Greater Pittsburgh IAP ANG	Allègheny-Fayette-Washington-Westmoreland Co, PA	2,060,000	\$21,784	6.2%
Lambert Field ANG	St Louis, MO-IL MSA	2,514,000	\$21,705	5.2%
Martin State APT ANG	Baltimore, MD PMSA	2,431,000	\$22,411	5.4%
Otis ANGB	Barnstable-Yarmouth, MA NECMA	189,000	\$23,592	4.4%
Portland IAP ANG	Portland Vancouver, OR-WA PMSA	1,303,000	\$21,160	5.3%
Rickenbacker ANGB	Colombus, OH MSA	1,393,000	\$19,975	5.6%
Salt Lake City IAP ANG	Salt Lake City-Ogden, UT MSA	1,127,000	\$16,684	5.0%
Selfridge ANGB	Detroit, MI PMSA	4,306,000	\$21,796	5.3%
Stewart IAP ANG	Newburgh, NY-PA PMSA	315,000	\$19,762	5.2%
Tucson IAP ANG	Tucson, AZ MSA	690,000	\$16,651	4.3%

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment (10 Year Average)	Unemployment (3 Year Average)	Unemployment (1993)
Boise Air Terminal ANGS	ADA County, ID	4.6%	4.1%	4.1%
Buckley ANGB	Denver, CO PMSA	5.5%	5.0%	4.7%
Greater Pittsburgh IAP ANGS	Allegheny-Fayette-Washington-Westmoreland Co, PA	7.0%	6.5%	6.8%
Lambert Field ANGS	St Louis, MO-IL MSA	6.6%	6.5%	6.5%
Martin State APT ANGS	Baltimore, MD PMSA	5.7%	7.1%	7.3%
Otis ANGB	Barnstable-Yarmouth, MA NECMA	6.5%	10.1%	8.9%
Portland IAP ANGS	Portland Vancouver, OR-WA PMSA	5.8%	5.7%	5.9%
Rickenbacker ANGB	Colombus, OH MSA	5.5%	4.9%	4.7%
Salt Lake City IAP ANGS	Salt Lake City-Ogden, UT MSA	4.8%	4.3%	3.6%
Selfridge ANGB	Detroit, MI PMSA	8.5%	8.5%	7.1%
Stewart IAP ANGS	Newburgh, NY-PA PMSA	5.3%	6.6%	6.0%
Tucson IAP ANGS	Tucson, AZ MSA	4.8%	4.5%	4.3%

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

VII COMMUNITY

*Recruitable
Population*
*Other Local
Guard / Reserve
Units*
*Population per
Guard / Reserve
Unit*
*Total
Population*
Overall

Base Name	VII.10	VII.11	VII.12	VII.13	VII
Boise Air Terminal ANGS	Green	Yellow	Yellow	Green	Yellow +
Buckley ANGB	Green	Yellow	Green	Green	Green -
Greater Pittsburgh IAP ANGS	Green	Yellow	Green	Green	Green -
Lambert Field ANGS	Green	Yellow	Green	Green	Green -
Martin State APT ANGS	Green	Yellow	Green	Green	Green -
Otis ANGB	Green	Yellow	Green	Green	Green -
Portland IAP ANGS	Green	Yellow	Green	Green	Green -
Rickenbacker ANGB	Red	Yellow	Red	Red	Red +
Salt Lake City IAP ANGS	Green	Yellow	Green	Green	Green -
Selfridge ANGB	Green	Yellow	Green	Green	Green -
Stewart IAP ANGS	Green	Yellow	Green	Green	Green -
Tucson IAP ANGS	Green	Yellow	Yellow	Green	Yellow +

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

VIII ENVIRONMENTAL IMPACT

	<i>Water</i>	<i>Asbestos</i>	<i>Biological</i>	<i>Cultural</i>	<i>Installation Restoration Program</i>	<i>Overall</i>
Base Name	VIII.1	VIII.2	VIII.3	VIII.4	VIII.5	VIII
Boise Air Terminal ANGS	Green	Yellow	Green -	Green	Red	Green -
Buckley ANGB	Green	Yellow	Red +	Green	Yellow	Yellow +
Greater Pittsburgh IAP ANGS	Green	Red	Yellow	Green	Yellow	Green -
Lambert Field ANGS	Green	Red	Green	Green	Green	Green
Martin State APT ANGS	Green	Green	Yellow	Green	Yellow	Green -
Otis ANGB	Red	Red	Yellow	Green	Red	Yellow -
Portland IAP ANGS	Red	Yellow	Green -	Yellow	Yellow	Yellow -
Rickenbacker ANGB	Green	Red	Green	Yellow	Red	Yellow +
Salt Lake City IAP ANGS	Green	Yellow	Green	Green	Yellow	Green -
Selfridge ANGB	Green	Red	Yellow +	Green	Red	Yellow +
Stewart IAP ANGS	Green	Green	Green	Green	Red	Green -
Tucson IAP ANGS	Green	Yellow	Yellow +	Green	Yellow	Green -

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AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

VIII.3 BIOLOGICAL

Habitat

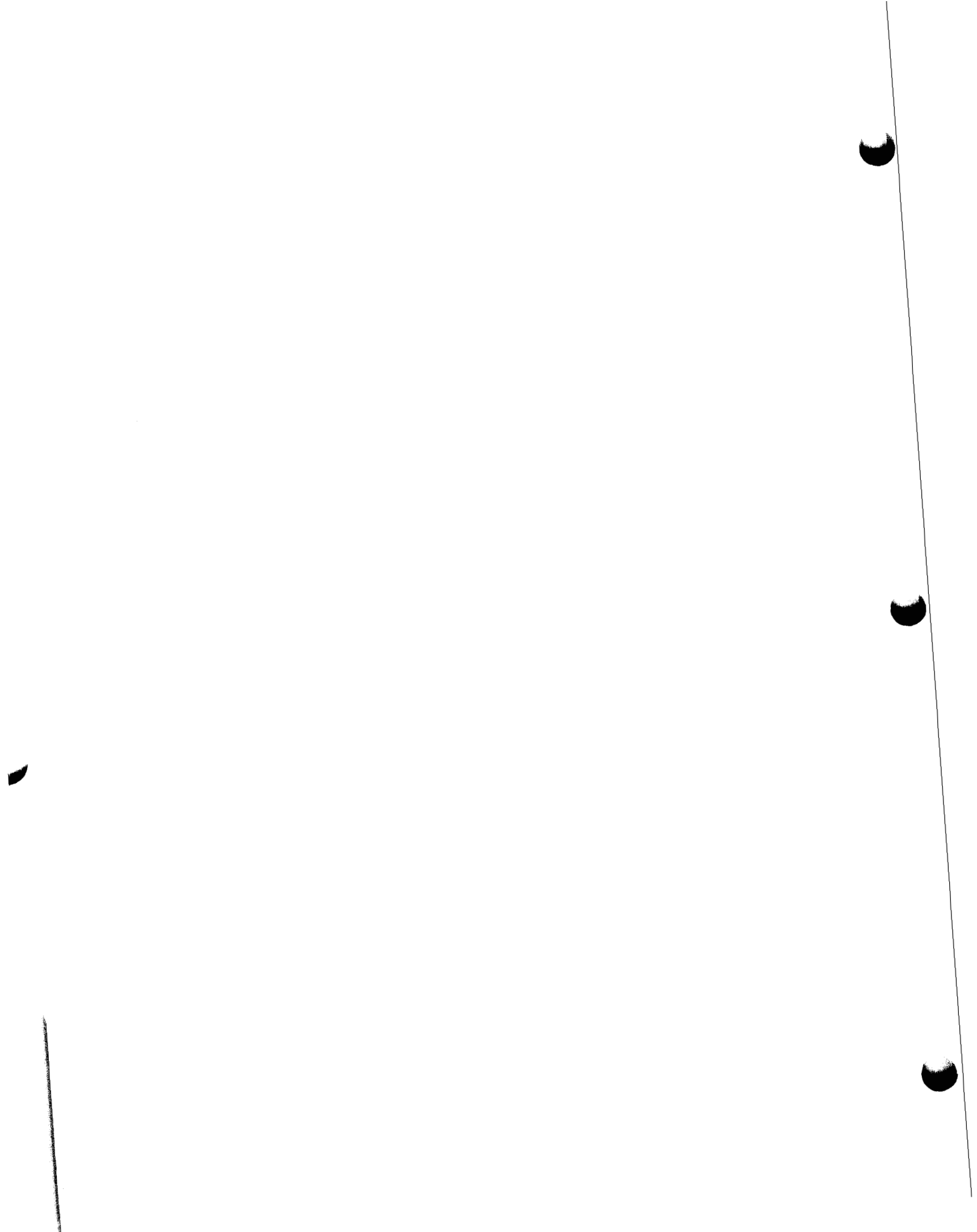
*Threatened and
Endangered Species*

Wetlands

Floodplains

Biological

Base Name	VIII.3.A	VIII.3.B	VIII.3.C	VIII.3.D	VIII.3
Boise Air Terminal ANGS	Green	Green	Green	Yellow	Green -
Buckley ANGB	Green	Red	Red	Red	Red +
Greater Pittsburgh IAP ANGS	Green	Green	Red	Green	Yellow
Lambert Field ANGS	Green	Green	Green	Green	Green
Martin State APT ANGS	Yellow	Green	Yellow	Red	Yellow
Otis ANGB	Red	Red	Yellow	Green	Yellow
Portland IAP ANGS	Yellow	Green	Green	Yellow	Green -
Rickenbacker ANGB	Green	Green	Green	Green	Green
Salt Lake City IAP ANGS	Green	Green	Green	Green	Green
Selfridge ANGB	Green	Green	Yellow	Yellow	Yellow +
Stewart IAP ANGS	Green	Green	Green	Green	Green
Tucson IAP ANGS	Green	Green	Yellow	Yellow	Yellow +



AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

OVERVIEW: The Air Force Reserve subcategory consists of installations that support the Air Force Reserve in its federal mission to supplement the Air Force active duty missions with combat ready units to support the Air Force major commands. The President mobilizes these units in time of national emergency, at which time they are assigned to their gaining major commands. The Air Forces Reserve manages the day to day recruiting and training of AFRES units. Installations in the Air Force Reserve subcategory are:

Bergstrom ARB, Texas	Carswell ARS, NAS Ft Worth JRB, Texas	Dobbins ARB, Georgia
Gen Mitchell IAP, ARS, Wisconsin	Greater Pittsburgh IAP, ARS, Pennsylvania	Grissom ARB, Indiana
Homestead ARS, Florida	March ARB, California	Minneapolis-St Paul IAP, ARS, Minnesota
Niagara Falls IAP, ARS, New York	O'Hare IAP, ARS, Illinois	NAS Willow Grove ARS, Pennsylvania
Westover ARB, Massachusetts	Youngstown-Warren MPT, ARS, Ohio	

ATTRIBUTES: Important attributes of Air Force Reserve bases and stations are:

- Proximity to large recruiting populations
- Proximity to adequate training airspace, ranges, and facilities
- Cost effective basing of force structure

SPECIAL ANALYSIS METHOD: The Air Force Reserve installations were not tiered. The Air Force analyzed the installations by mission type. The installations were divided into four weapon system groups - Fighter, Strategic Airlift, Tankers, and C-130 Tactical Airlift. Each group was analyzed using the eight base closure criteria, then cost effective realignments were analyzed to determine a recommendation.

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

SUBCATEGORY DEPENDENT WEIGHTS: (See Appendix 2 for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness				II Facilities Availability and Condition			VII Community	
I.1 Flying Operations				II.1 Facilities Base	25%		VII.1 thru VII.9 EXCLUDED	N/A
I.1.A and I.1.B EXCLUDED	N/A			II.2 EXCLUDED	N/A		VII.10 Recruitable Pool	20%
I.1.C Airfield Evaluation	12%			II.3 Encroachment (Airfield)	25%		VII.11 Other Reserve/Guard Units	20%
I.1.D ARC Operations	88%			II.3.A Existing Assoc Airsp		37%	VII.12 Population per Unit	40%
I.1.D.1 BOS Integration		20%		II.3.B Future Assoc Airsp		37%	VII.13 Total Population	20%
I.1.D.2 ARC Flying Ops		80%		II.3.C Existing Local Area		12%		
I.1.D.2.a Fighter Trng			*	II.3.D Future Local Area		12%		
I.1.D.2.b Tanker Trng			*	II.3.E and II.3.F EXCLUDED		N/A		
I.1.D.2.c Airlift Trng			*	II.4 Air Quality	40%			
I.2 thru I.7 EXCLUDED				II.5 EXCLUDED	N/A			
				II.6 Billeting	10%			

* Weights are dependant on the primary mission at each base.

Mission	I.1.D.2.a	I.1.D.2.b	I.1.D.2.c	Bases:	
FIGHTER	70%	15%	15%	Bergstrom ARB	Carswell ARS
				Homestead ARB	
TANKER	15%	70%	15%	Grissom ARB	
AIRLIFT (Strategic)	15%	15%	70%	March ARB	Westover ARB
AIRLIFT (Tactical)	15%	15%	70%	Dobbins ARB	General Billy Mitchell IAP, ARB
				Greater Pittsburgh IAP, ARS	Minneapolis- St Paul IAP, ARB
				Niagara Falls IAP, ARS	O'Hare IAP, ARS
				NAS Willow Grove ARS	Youngstown MPT, ARS

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

OVERALL

Mission (Flying) Requirements
 Facilities and Infrastructure
 Contingency and Mobility
 Costs and Manpower Implications
 Return on Investment
 Economic Impact
 Community
 Environmental Impact

Base Name	I.1	II	III	IV	V	VI	VII	VIII
Bergstrom ARB	Yellow -	Yellow	Yellow +	34/-84	2	1,513 (0.3%)*	Green -	Green
Carswell AFB	Yellow	Yellow +	Yellow	26/ 55	Never	975 (0.1%)	Green -	Green
Dobbins ARB	Yellow +	Green -	Yellow	20/-110	3	10,774 (0.6%)	Green -	Green -
Gen Mitchell IAP ARS	Yellow +	Yellow	Yellow	13/-124	1	629 (0.1%)	Green -	Green -
Greater Pittsburgh IAP ARS	Green -	Yellow +	Yellow	14/-138	1	701 (0.1%)	Green -	Green -
Grissom AFB	Yellow +	Yellow +	Yellow	81/-161	5	3,757 (4.3%)*	Green -	Yellow +
Homestead ARB	Yellow +	Yellow +	Yellow	8/-194	0	693 (0.1%)*	Green -	Yellow
March ARB	Yellow +	Yellow	Green -	184/-212	7	18,772 (1.8%)*	Green -	Yellow -
Minneapolis-St Paul IAP ARS	Yellow +	Green -	Yellow -	14/-119	2	1,111 (0.1%)*	Green -	Yellow +
NAS Willow Grove ARS	Yellow +	Yellow	Yellow	12/-60	3	26,933 (1.0%)*	Green -	Green -
Niagara Falls IAP ARS	Yellow +	Yellow +	Yellow	14/ 115	1	1,039 (1.1%)*	Green -	Yellow +
O'Hare IAP, ARS	Green -	Yellow +	Yellow	14/-152	1	4,584 (0.1%)*	Green -	Green -
Westover ARB	Green -	Yellow	Green -	149/ 190	7	2,268 (0.8%)*	Green -	Yellow +
Youngstown-Warren MPT ARS	Yellow +	Yellow +	Yellow -	13/-107	2	1,193 (0.5%)	Green -	Green -

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1 MISSION REQUIREMENTS - FLYING

*Airfield
Capabilities*

*ARC Operational
Effectiveness*

*Flying
Mission*

Base Name	I.1.C	I.1.D	I.1
Bergstrom ARB	Yellow -	Yellow -	Yellow -
Carswell AFB	Green -	Yellow	Yellow
Dobbins ARB	Red	Green -	Yellow +
Gen Mitchell IAP ARS	Yellow -	Yellow +	Yellow +
Greater Pittsburgh IAP ARS	Yellow -	Green -	Green -
Grissom AFB	Yellow -	Yellow +	Yellow +
Homestead ARB	Yellow -	Yellow +	Yellow +
March ARB	Red	Green -	Yellow +
Minneapolis-St Paul IAP ARS	Yellow -	Yellow +	Yellow +
NAS Willow Grove ARS	Red	Green -	Yellow +
Niagara Falls IAP ARS	Yellow -	Yellow +	Yellow +
O'Hare IAP, ARS	Yellow	Green -	Green -
Westover ARB	Yellow	Green -	Green -
Youngstown-Warren MPT ARS	Red	Green -	Yellow +

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

	<i>Fighter Mission</i>	<i>Bomber Mission</i>	<i>Tanker Mission</i>	<i>Airlift Mission</i>	<i>Airfield Capabilities</i>
Base Name	I.1.C.1	I.1.C.2	I.1.C.3	I.1.C.4	I.1.C
Bergstrom ARB	Green	Red	Red	Red	Yellow -
Carswell AFB	Green	Red	Green	Green	Green -
Dobbins ARB	Red	Red	Red	Red	Red
Gen Mitchell IAP ARS	Green	Red	Red	Red	Yellow -
Greater Pittsburgh IAP ARS	Green	Red	Red	Red	Yellow -
Grissom AFB	Green	Red	Red	Red	Yellow -
Homestead ARB	Green	Red	Red	Red	Yellow -
March ARB	Red	Red	Red	Red	Red
Minneapolis-St Paul IAP ARS	Green	Red	Red	Red	Yellow -
NAS Willow Grove ARS	Red	Red	Red	Red	Red
Niagara Falls IAP ARS	Green	Red	Red	Red	Yellow -
O'Hare IAP, ARS	Green	Red	Green	Red	Yellow
Westover ARB	Red	Red	Green	Green	Yellow
Youngstown-Warren MPT ARS	Red	Red	Red	Red	Red

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.D ARC FLYING MISSION EFFECTIVENESS

*Base Operating
Support Integration*

*ARC Training
Effectiveness*

*ARC
Effectiveness*

Base Name	I.1.D.1	I.1.D.2	I.1.A
Bergstrom ARB	Yellow	Yellow -	Yellow -
Carswell AFB	Yellow	Yellow	Yellow
Dobbins ARB	Yellow	Green -	Green -
Gen Mitchell IAP ARS	Red +	Green -	Yellow +
Greater Pittsburgh IAP ARS	Yellow +	Green -	Green -
Grissom AFB	Yellow	Yellow +	Yellow +
Homestead ARB	Yellow	Yellow +	Yellow +
March ARB	Yellow	Green	Green -
Minneapolis-St Paul IAP ARS	Yellow -	Green -	Yellow +
NAS Willow Grove ARS	Yellow +	Green -	Green -
Niagara Falls IAP ARS	Yellow -	Green -	Yellow +
O'Hare IAP, ARS	Yellow +	Green -	Green -
Westover ARB	Yellow	Green -	Green -
Youngstown-Warren MPT ARS	Yellow +	Green -	Green -

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.D.1 BASE OPERATING SUPPORT INTEGRATION

*Petroleum, Oils
and Lubricants*

Security

*Base
Supply*

*Tower/ Air
Traffic Control*

*Base Civil
Engineering*

*BOS
Integration*

Base Name	I.1.D.1.a	I.1.D.1.b	I.1.D.1.c	I.1.D.1.d	I.1.D.1.e	I.1.D.1
Bergstrom ARB	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Carswell AFB	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Dobbins ARB	Green	Yellow	Yellow	Yellow	Red	Yellow
Gen Mitchell IAP ARS	Red	Red	Red	Green	Red	Red +
Greater Pittsburgh IAP ARS	Yellow	Yellow	Yellow	Green	Yellow	Yellow +
Grissom AFB	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Homestead ARB	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
March ARB	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Minneapolis-St Paul IAP ARS	Yellow	Red	Red	Green	Red	Yellow -
NAS Willow Grove ARS	Yellow	Yellow	Yellow	Green	Yellow	Yellow +
Niagara Falls IAP ARS	Yellow	Red	Red	Green	Yellow	Yellow -
O'Hare IAP, ARS	Yellow	Yellow	Red	Green	Green	Yellow +
Westover ARB	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Youngstown-Warren MPT ARS	Yellow	Yellow	Yellow	Green	Yellow	Yellow +

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.D.2 ARC TRAINING EFFECTIVENESS

Fighter Training

Tanker Training

Airlift Training

*ARC
Effectiveness*

Base Name	I.1.D.2.a	I.1.D.2.b	I.1.D.2.c	I.1.D.2
Bergstrom ARB	Red +	Green -	Green	Yellow -
Carswell AFB	Yellow -	Green -	Green	Yellow
Dobbins ARB	Red +	Green	Green	Green -
Gen Mitchell IAP ARS	Red +	Yellow +	Green	Green -
Greater Pittsburgh IAP ARS	Red	Yellow	Green	Green -
Grissom AFB	Red +	Yellow +	Green -	Yellow +
Homestead ARB	Yellow	Green -	Green	Yellow +
March ARB	Yellow +	Green -	Green	Green
Minneapolis-St Paul IAP ARS	Red +	Yellow +	Green	Green -
NAS Willow Grove ARS	Yellow	Yellow	Green	Green -
Niagara Falls IAP ARS	Red	Yellow	Green	Green -
O'Hare IAP, ARS	Yellow -	Yellow +	Green	Green -
Westover ARB	Yellow	Yellow	Green	Green -
Youngstown-Warren MPT ARS	Red	Yellow	Green	Green -

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.D.2.a ARC FIGHTER TRAINING AREAS

Base Name	<i>Supersonic Air Combat MOAs</i>	<i>Other Air Combat MOAs</i>	<i>Low Altitude MOAs</i>	<i>Scorable Range Complexes</i>	<i>Electronic Combat Ranges</i>
	I.1.D.2.a.1	I.1.D.2.a.2	I.1.D.2.a.3	I.1.D.2.a.4	I.1.D.2.a.5
Bergstrom ARB	Red	Red	Red	Red	Red
Carswell AFB	Red	Red	Red	Red	Green
Dobbins ARB	Red	Red	Red	Yellow	Green
Gen Mitchell IAP ARS	Red	Red	Red	Red	Green
Greater Pittsburgh IAP ARS	Red	Red	Red	Red	Red
Grissom AFB	Red	Red	Red	Red	Green
Homestead ARB	Yellow	Green	Green	Red	Red
March ARB	Yellow	Yellow	Yellow	Yellow	Green
Minneapolis-St Paul IAP ARS	Red	Red	Red	Red	Green
NAS Willow Grove ARS	Green	Yellow	Yellow	Red	Green
Niagara Falls IAP ARS	Red	Red	Red	Red	Red
O'Hare IAP, ARS	Red	Red	Red	Yellow	Green
Westover ARB	Green	Yellow	Yellow	Red	Green
Youngstown-Warren MPT ARS	Red	Red	Red	Red	Red

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.D.2.a ARC FIGHTER TRAINING AREAS (Cont.)

Base Name	<i>Tactical Aircraft Employment</i>	<i>Air Combat Maneuvering Instrumentation</i>	<i>Full Scale Weapons Drop Range</i>	<i>Visual Routes (VRs)/ Instrument Routes (IRs)</i>	<i>ARC Fighter Training Areas</i>
	I.1.D.2.a.6	I.1.D.2.a.7	I.1.D.2.a.8	I.1.D.2.a.9	I.1.D.2.a
Bergstrom ARB	Green	Red	Red	Green	Red +
Carswell AFB	Yellow	Red	Green	Green	Yellow -
Dobbins ARB	Red	Red	Yellow	Yellow	Red +
Gen Mitchell IAP ARS	Red	Green	Green	Red	Red +
Greater Pittsburgh IAP ARS	Red	Red	Yellow	Red	Red
Grissom AFB	Red	Red	Green	Yellow	Red +
Homestead ARB	Red	Green	Green	Yellow	Yellow
March ARB	Green	Yellow	Green	Green	Yellow +
Minneapolis-St Paul IAP ARS	Red	Green	Green	Red	Red +
NAS Willow Grove ARS	Red	Red	Green	Yellow	Yellow
Niagara Falls IAP ARS	Red	Red	Green	Red	Red
O'Hare IAP, ARS	Red	Yellow	Green	Red	Yellow -
Westover ARB	Red	Red	Green	Yellow	Yellow
Youngstown-Warren MPT ARS	Red	Red	Red	Red	Red

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.D.2.b ARC TANKER TRAINING

Base Name	<i>Refueling Events</i>	<i>Tanker Saturation</i>	<i>Concentrated Receiver Area</i>	<i>ARC Tanker Training</i>
	I.1.D.2.b.1	I.1.D.2.b.2	I.1.D.2.b.3	I.1.D.2.b
Bergstrom ARB	Green	Yellow	Green	Green -
Carswell AFB	Green	Yellow	Green	Green -
Dobbins ARB	Green	Green	Green	Green
Gen Mitchell IAP ARS	Green	Red	Green	Yellow +
Greater Pittsburgh IAP ARS	Green	Red	Yellow	Yellow
Grissom AFB	Green	Red	Green	Yellow +
Homestead ARB	Green	Green	Yellow	Green -
March ARB	Green	Green	Yellow	Green -
Minneapolis-St Paul IAP ARS	Green	Red	Green	Yellow +
NAS Willow Grove ARS	Green	Red	Yellow	Yellow
Niagara Falls IAP ARS	Green	Red	Yellow	Yellow
O'Hare IAP, ARS	Green	Red	Green	Yellow +
Westover ARB	Green	Red	Yellow	Yellow
Youngstown-Warren MPT ARS	Green	Red	Yellow	Yellow

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.D.2.c ARC AIRLIFT TRAINING AREAS

Drop Zones

Airdrop Employment

Full Scale Airdrop

Instrument Routes and Visual Routes (IRs and VRs)

ARC Airlift Training

Base Name	I.1.D.2.c.1	I.1.D.2.c.2	I.1.D.2.c.3	I.1.D.2.c.4	I.1.D.2.c
Bergstrom ARB	Green	Green	Green	Green	Green
Carswell AFB	Green	Green	Green	Green	Green
Dobbins ARB	Green	Green	Green	Green	Green
Gen Mitchell IAP ARS	Green	Green	Green	Green	Green
Greater Pittsburgh IAP ARS	Green	Green	Green	Green	Green
Griessom AFB	Yellow	Green	Green	Green	Green -
Homestead ARB	Green	Green	Green	Green	Green
March ARB	Green	Green	Green	Green	Green
Minneapolis-St Paul IAP ARS	Green	Green	Green	Green	Green
NAS Willow Grove ARS	Green	Green	Green	Green	Green
Niagara Falls IAP ARS	Green	Green	Green	Green	Green
O'Hare IAP, ARS	Green	Green	Green	Green	Green
Westover ARB	Green	Green	Green	Green	Green
Youngstown-Warren MPT ARS	Green	Green	Green	Green	Green

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

II FACILITIES AVAILABILITY and CONDITION

Mission Support
Facilities
Airspace
Encroachment
Air Quality
Billing
Requirements
Overall

Base Name	II.1	II.3	II.4	II.6	II
Bergstrom ARB	Yellow -	Red +	Green -	Yellow	Yellow
Carswell AFB	Green	Red +	Yellow	Green	Yellow +
Dobbins ARB	Green	Green -	Yellow +	Green -	Green -
Gen Mitchell IAP ARS	Yellow -	Green	Yellow -	Yellow +	Yellow
Greater Pittsburgh IAP ARS	Yellow +	Yellow +	Yellow	Yellow +	Yellow +
Grisson AFB	Green -	Yellow -	Green	Yellow	Yellow +
Homestead ARB	Green -	Yellow +	Yellow	Green	Yellow +
March ARB	Green -	Green -	Red	Green -	Yellow
Minneapolis-St Paul IAP ARS	Yellow +	Green	Yellow +	Green	Green -
NAS Willow Grove ARS	Yellow	Green -	Yellow -	Yellow +	Yellow
Niagara Falls IAP ARS	Green -	Yellow +	Yellow +	Green	Yellow +
O'Hare IAP, ARS	Green -	Yellow +	Yellow +	Yellow +	Yellow +
Westover ARB	Yellow	Yellow +	Yellow -	Yellow -	Yellow
Youngstown-Warren MPT ARS	Yellow +	Yellow +	Yellow +	Yellow -	Yellow +

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

II.1 Mission Support Facilities

Base Name	Facilities Capacity	Facilities Condition	Buildings	Facilities Condition	Infrastructure	Unique Facilities	Utility Capacity	Facilities
	II.1.A	II.1.B	II.1.C	II.1.D	II.1.E	II.1		
Bergstrom ARB	Red	Yellow +	Yellow	Red	Green	Yellow -		
Carswell AFB	Green	Green -	Green	Red	Green	Green		
Dobbins ARB	Green	Green -	Green	Red	Green	Green		
Gen Mitchell IAP ARS	Red	Yellow -	Yellow	Red	Green	Yellow -		
Greater Pittsburgh IAP ARS	Yellow	Yellow +	Green -	Red	Green	Yellow +		
Grissom AFB	Green	Yellow	Green -	Red	Green	Green -		
Homestead ARB	Green	Yellow	Green -	Red	Green	Green -		
March ARB	Green	Yellow +	Green -	Red	Green	Green -		
Minneapolis-St Paul IAP ARS	Green	Yellow	Yellow -	Red	Green	Yellow +		
NAS Willow Grove ARS	Yellow	Yellow +	Yellow -	Red	Green	Yellow		
Niagara Falls IAP ARS	Green	Green -	Yellow	Red	Green	Green -		
O'Hare IAP, ARS	Green	Yellow +	Yellow	Red	Green	Green -		
Westover ARB	Yellow	Yellow -	Yellow -	Red	Green	Yellow		
Youngstown-Warren MPT ARS	Yellow	Green -	Yellow +	Red	Green	Yellow +		

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

II.3 AIRSPACE ENCROACHMENT

Base Name	<i>Existing Associated Airspace</i>	<i>Future Associated Airspace</i>	<i>Existing Local Flying Area</i>	<i>Future Local Flying Area</i>	<i>ENCROACHMENT</i>
	II.3.A	II.3.B	II.3.C	II.3.D	II.3
Bergstrom ARB	Red +	Red +	Yellow	Yellow	Red +
Carswell AFB	Red +	Red +	Yellow	Yellow	Red +
Dobbins ARB	Green	Green	Yellow	Yellow	Green -
Gen Mitchell IAP ARS	Green	Green -	Green	Green	Green
Greater Pittsburgh IAP ARS	Green -	Green -	Red	Red	Yellow +
Grissom AFB	Yellow -	Yellow -	Yellow	Yellow	Yellow -
Homestead ARB	Yellow	Yellow	Green	Green	Yellow +
March ARB	Green	Green	Yellow	Yellow	Green -
Minneapolis-St Paul IAP ARS	Green	Green	Green	Green	Green
NAS Willow Grove ARS	Green	Green	Yellow	Yellow	Green -
Niagara Falls IAP ARS	Yellow +	Yellow +	Yellow	Yellow	Yellow +
O'Hare IAP, ARS	Yellow +	Yellow +	Green	Green	Yellow +
Westover ARB	Green -	Yellow +	Yellow	Yellow	Yellow +
Youngstown-Warren MPT ARS	Yellow +	Yellow +	Yellow	Yellow	Yellow +

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

II.3.A EXISTING ASSOCIATED AIRSPACE

Base Name	<div> <div>MOAs and Restricted Airspace</div> <div>Bombing Ranges Drop Zones</div> <div>Low Level Routes</div> <div>Associated Airspace</div> </div>			
	II.3.A.1	II.3.A.2	II.3.A.3	II.3.A
Bergstrom ARB	Red	Red	Green	Red +
Carswell AFB	Red	Red	Green	Red +
Dobbins ARB	Green	Green	Green	Green
Gen Mitchell IAP ARS	Green	Green	Yellow	Green
Greater Pittsburgh IAP ARS	Green	Green	Red	Green -
Grissom AFB	Green	Red	Red	Yellow -
Homestead ARB	Yellow	Yellow	Yellow	Yellow
March ARB	Green	Green	Yellow	Green
Minneapolis-St Paul IAP ARS	Green	Green	Yellow	Green
NAS Willow Grove ARS	Green	Green	Yellow	Green
Niagara Falls IAP ARS	Green	Yellow	Yellow	Yellow +
O'Hare IAP, ARS	Green	Yellow	Red	Yellow +
Westover ARB	Green	Yellow	Green	Green -
Youngstown-Warren MPT ARS	Green	Yellow	Yellow	Yellow +

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

II.3.B FUTURE ASSOCIATED AIRSPACE

Base Name	<i>MOAs and Restricted Airspace</i>	<i>Bombing Ranges Drop Zones</i>	<i>Low Level Routes</i>	<i>Associated Airspace</i>
	II.3.B.1	II.3.B.2	II.3.B.3	II.3.B
Bergstrom ARB	Red	Red	Green	Red +
Carswell AFB	Red	Red	Green	Red +
Dobbins ARB	Green	Green	Green	Green
Gen Mitchell IAP ARS	Green	Green	Red	Green -
Greater Pittsburgh IAP ARS	Green	Green	Red	Green -
Grissom AFB	Green	Red	Red	Yellow -
Homestead ARB	Yellow	Yellow	Yellow	Yellow
March ARB	Green	Green	Yellow	Green
Minneapolis-St Paul IAP ARS	Green	Green	Yellow	Green
NAS Willow Grove ARS	Green	Green	Yellow	Green
Niagara Falls IAP ARS	Green	Yellow	Red	Yellow +
O'Hare IAP, ARS	Green	Yellow	Red	Yellow +
Westover ARB	Green	Yellow	Yellow	Yellow +
Youngstown-Warren MPT ARS	Green	Yellow	Red	Yellow +

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

II.4 AIR QUALITY

*Attainment
Status*

Restrictions

Future Growth

Air Quality

Base Name	II.4.A	II.4.B	II.4.C	II.4
Bergstrom ARB	Green	Yellow	Green	Green -
Carswell AFB	Yellow	Yellow	Yellow	Yellow
Dobbins ARB	Red	Green	Yellow	Yellow +
Gen Mitchell IAP ARS	Red	Green	Red	Yellow -
Greater Pittsburgh IAP ARS	Yellow	Green	Red	Yellow
Grissom AFB	Green	Green	Green	Green
Homestead ARB	Yellow	Green	Red	Yellow
March ARB	Red	Red	Red	Red
Minneapolis-St Paul IAP ARS	Yellow	Green	Yellow	Yellow +
NAS Willow Grove ARS	Red	Green	Red	Yellow -
Niagara Falls IAP ARS	Yellow	Green	Yellow	Yellow +
O'Hare IAP, ARS	Red	Green	Yellow	Yellow +
Westover ARB	Red	Green	Red	Yellow -
Youngstown-Warren MPT ARS	Yellow	Green	Yellow	Yellow +

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

II.6 BILLETING REQUIREMENTS

*Installation
Billeting*

*Commercial
Billeting*

*Billeting
Requirements*

Base Name	II.6.A	II.6.B	II.6
Bergstrom ARB	Yellow	Yellow	Yellow
Carswell AFB	Green	Green	Green
Dobbins ARB	Green	Yellow	Green -
Gen Mitchell IAP ARS	Green	Red	Yellow +
Greater Pittsburgh IAP ARS	Yellow	Green	Yellow +
Grissom AFB	Yellow	Yellow	Yellow
Homestead ARB	Green	Green	Green
March ARB	Green	Yellow	Green -
Minneapolis-St Paul IAP ARS	Green	Green	Green
NAS Willow Grove ARS	Green	Red	Yellow +
Niagara Falls IAP ARS	Green	Green	Green
O'Hare IAP, ARS	Green	Red	Yellow +
Westover ARB	Red	Green	Yellow -
Youngstown-Warren MPT ARS	Red	Green	Yellow -

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

	<i>Maximum on Ground Capacity</i>	<i>Wide Body Aircraft Operations</i>	<i>Fuel Hydrant System</i>	<i>Fuel Storage by Pipeline</i>	<i>Munitions (Cat 1.1) Capacity</i>	<i>Hot Cargo Pad</i>	<i>Geographic Location</i>	<i>Overall</i>
Base Name	III.1	III.2	III.3	III.4	III.5	III.6	III.7	III
Bergstrom ARB	Yellow	Green	Green	Red	Red	Red	Green	Yellow +
Carswell AFB	Yellow	Green	Red	Green	Red	Green	Yellow +	Yellow
Dobbins ARB	Yellow	Green	Red	Red	Red	Green	Yellow +	Yellow
Gen Mitchell IAP ARS	Green	Green	Red	Red	Red	Red	Yellow +	Yellow
Greater Pittsburgh IAP ARS	Yellow	Green	Green	Red	Red	Red	Yellow -	Yellow
Grissom AFB	Red	Green	Green	Red	Red	Green	Yellow +	Yellow
Homestead ARB	Yellow	Green	Red	Green	Red	Red	Yellow -	Yellow
March ARB	Yellow	Green	Green	Green	Yellow	Green	Green	Green -
Minneapolis-St Paul IAP ARS	Yellow	Green	Red	Red	Red	Red	Yellow +	Yellow -
NAS Willow Grove ARS	Yellow	Green	Red	Red	Red	Red	Green	Yellow
Niagara Falls IAP ARS	Yellow	Green	Green	Red	Red	Green	Yellow -	Yellow
O'Hare IAP, ARS	Yellow	Green	Yellow	Red	Red	Red	Yellow -	Yellow
Westover ARB	Green	Green	Green	Green	Red	Green	Yellow +	Green -
Youngstown-Warren MPT ARS	Yellow	Green	Red	Red	Red	Red	Yellow -	Yellow -

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

III.7 GEOGRAPHIC LOCATION

*Ground Force
Installation*

Rail Access

Port Facility

*Geographic
Location*

Base Name	III.7.A	III.7.B	III.7.C	III.7
Bergstrom ARB	Green	Green	Green	Green
Carswell AFB	Green	Green	Red	Yellow +
Dobbins ARB	Green	Green	Red	Yellow +
Gen Mitchell IAP ARS	Green	Green	Red	Yellow +
Greater Pittsburgh IAP ARS	Red	Green	Red	Yellow -
Grissom AFB	Green	Green	Red	Yellow +
Homestead ARB	Red	Green	Red	Yellow -
March ARB	Green	Green	Green	Green
Minneapolis-St Paul IAP ARS	Green	Green	Red	Yellow +
NAS Willow Grove ARS	Green	Green	Green	Green
Niagara Falls IAP ARS	Red	Green	Red	Yellow -
O'Hare IAP, ARS	Red	Green	Red	Yellow -
Westover ARB	Red	Green	Green	Yellow +
Youngstown-Warren MPT ARS	Red	Green	Red	Yellow -

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

IV/V Cost and Manpower Implications/Return on Investment

Base Name	One Time Costs (Closing)	20 Year Net Present Value	Steady State Savings	Manpower Savings	Return On Investment
Base Name	IV.1	IV.2			V
Bergstrom ARB	34	-84	7	0	2
Carswell AFB	26	55	-2	0	Never
Dobbins ARB	20	-110	10	145	3
Gen Mitchell IAP ARS	13	-124	10	143	1
Greater Pittsburgh IAP ARS	14	-138	11	110	1
Grissom AFB	81	-161	17	305	5
Homestead ARB	8	-194	12	247	0
March ARB	184	-212	27	297	7
Minneapolis-St Paul IAP ARS	14	-119	10	84	2
NAS Willow Grove ARS	12	-60	5	56	3
Niagara Falls IAP ARS	14	115	9	81	1
O'Hare IAP, ARS	14	-152	12	142	1
Westover ARB	149	190	24	396	7
Youngstown-Warren MPT ARS	13	-107	9	143	2

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

VI Economic Impact

Base Name	<i>Economic Area Employment (93)</i>	<i>Direct Job Loss (Current BRAC)</i>	<i>Indirect Job Loss (Current BRAC)</i>	<i>Previous Job Loss (Prior BRACs)</i>	<i>Total Job Loss (Current BRAC)</i>	<i>Percent Job Loss (Current BRAC)</i>	<i>Cumulative Loss (All BRACs)</i>	<i>Percent Job Loss (All BRACs)</i>
Bergstrom ARB	558,028	954	560	-1	1,514	0.3%	1,513	0.3%
Carswell AFB	769,553	599	376	-	975	0.1%	-	-
Dobbins ARB	1,923,937	7,052	3,722	-	10,774	0.6%	-	-
Gen Mitchell IAP ARS	890,741	386	243	-	629	0.1%	-	-
Greater Pittsburgh IAP ARS	1,112,994	433	268	-	701	0.1%	-	-
Grissom AFB	87,142	932	408	2,417	1,340	1.5%	3,757	4.3%
Homestead ARB	1,064,241	635	399	-341	1,034	0.1%	693	0.1%
March ARB	1,032,616	5,287	2,899	10,586	8,186	0.8%	18,772	1.8%
Minneapolis-St Paul IAP ARS	1,738,779	713	435	-37	1,148	0.1%	1,111	0.1%
NAS Willow Grove ARS	2,604,793	600	368	25,965	968	0.0%	26,933	1.0%
Niagara Falls IAP ARS	98,215	721	311	7	1,032	1.1%	1,039	1.1%
O'Hare IAP, ARS	3,654,586	1,048	649	2,887	1,697	0.0%	4,584	0.1%
Westover ARB	299,248	1,491	763	14	2,254	0.8%	2,268	0.8%
Youngstown-Warren MPT ARS	240,626	807	386	-	1,193	0.5%	-	-

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Bergstrom ARB	Austin-San Marcos, TX MSA	899,000	\$18,870	4.2%
Carswell AFB	Fort Worth-Arlington, TX PMSA	1,418,000	\$20,253	4.5%
Dobbins ARB	Atlanta, GA MSA	3,133,000	\$21,858	5.2%
Gen Mitchell IAP ARS	Milwaukee-Waukesha, WI PMSA	1,448,000	\$21,797	5.1%
Greater Pittsburgh IAP ARS	Allegheny-Fayette-Washington- Westmoreland Co, PA	2,060,000	\$21,784	6.2%
Grissom AFB	Cass- Howard-Miami counties, IN	157,000	\$17,598	4.8%
Homestead ARB	Miami, FL PMSA	2,008,000	\$17,124	3.4%
March ARB	Riverside-San Bernardino, Ca	2,822,000	\$17,021	3.5%
Minneapolis-St Paul IAP ARS	Minneapolis-St Paul, MN-WI MSA	2,614,000	\$23,292	5.1%
NAS Willow Grove ARS	Philadelphia, PA-NJ PMSA	4,940,000	\$23,398	6.1%
Niagara Falls IAP ARS	Niagara County, NY	221,000	\$18,103	4.8%
O'Hare IAP, ARS	Cook-Dupage- McHenry Counties, IL	6,155,000	\$23,888	5.5%
Westover ARB	Springfield, MA MSA	599,000	\$19,188	5.1%
Youngstown-Warren MPT ARS	Mahoning-Trumbull Counties, OH	494,000	\$17,923	5.1%

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment		
		(10 Year Average)	(3 Year Average)	(1993)
Bergstrom ARB	Austin-San Marcos, TX MSA	5.0%	4.6%	4.0%
Carswell AFB	Fort Worth-Arlington, TX PMSA	5.9%	6.6%	6.4%
Dobbins ARB	Atlanta, GA MSA	5.2%	5.5%	5.2%
Gen Mitchell IAP ARS	Milwaukee-Waukesha, WI PMSA	4.9%	4.5%	4.4%
Greater Pittsburgh IAP ARS	Allegheny-Fayette-Washington- Westmoreland Co, PA	7.0%	6.5%	6.8%
Grissom AFB	Cass- Howard-Miami counties, IN	7.2%	7.3%	6.2%
Homestead ARB	Miami, FL PMSA	7.3%	8.8%	7.7%
March ARB	Riverside-San Bernardino, Ca	7.6%	10.2%	10.5%
Minneapolis-St Paul IAP ARS	Minneapolis-St Paul, MN-WI MSA	4.3%	4.5%	4.3%
NAS Willow Grove ARS	Philadelphia, PA-NJ PMSA	5.6%	6.9%	6.8%
Niagara Falls IAP ARS	Niagara County, NY	7.9%	8.4%	7.3%
O'Hare IAP, ARS	Cook-Dupage- McHenry Counties, IL	7.0%	7.2%	7.3%
Westover ARB	Springfield, MA MSA	5.5%	8.5%	7.5%
Youngstown-Warren MPT ARS	Mahoning-Trumbull Counties, OH	9.0%	8.3%	8.2%

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

VII COMMUNITY

	<i>Recruitable Population</i>	<i>Other Local Guard / Reserve Units</i>	<i>Population per Guard / Reserve Unit</i>	<i>Total Population</i>	<i>Overall</i>
Base Name	VII.10	VII.11	VII.12	VII.13	VII
Bergstrom ARB	Green	Yellow	Green	Green	Green -
Carswell AFB	Green	Yellow	Green	Green	Green -
Dobbins ARB	Green	Yellow	Green	Green	Green -
Gen Mitchell IAP ARS	Green	Yellow	Green	Green	Green -
Greater Pittsburgh IAP ARS	Green	Yellow	Green	Green	Green -
Grissom AFB	Green	Yellow	Green	Green	Green -
Homestead ARB	Green	Yellow	Green	Green	Green -
March ARB	Green	Yellow	Green	Green	Green -
Minneapolis-St Paul IAP ARS	Green	Yellow	Green	Green	Green -
NAS Willow Grove ARS	Green	Yellow	Green	Green	Green -
Niagara Falls IAP ARS	Green	Yellow	Green	Green	Green -
O'Hare IAP, ARS	Green	Yellow	Green	Green	Green -
Westover ARB	Green	Yellow	Green	Green	Green -
Youngstown-Warren MPT ARS	Green	Yellow	Green	Green	Green -

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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

VIII ENVIRONMENTAL IMPACT

Base Name	VIII.1	VIII.2	VIII.3	VIII.4	VIII.5	VIII
Bergstrom ARB	Green	Green	Green	Green	Yellow	Green
Carswell AFB	Green	Red	Green	Green	Green	Green
Dobbins ARB	Green	Red	Green -	Yellow	Yellow	Green -
Gen Mitchell IAP ARS	Green	Red	Green	Yellow	Yellow	Green -
Greater Pittsburgh IAP ARS	Green	Yellow	Yellow	Green	Yellow	Green -
Griessom AFB	Green	Yellow	Yellow +	Green	Red	Yellow +
Homestead ARB	Yellow	Red	Yellow	Green	Red	Yellow
March ARB	Yellow	Yellow	Yellow -	Red	Red	Yellow -
Minneapolis-St Paul IAP ARS	Green	Red	Yellow +	Yellow	Yellow	Yellow +
NAS Willow Grove ARS	Green	Red	Green	Green	Red	Green -
Niagara Falls IAP ARS	Green	Red	Yellow -	Green	Red	Yellow +
O'Hare IAP, ARS	Green	Red	Green -	Green	Yellow	Green -
Westover ARB	Green	Yellow	Yellow	Yellow	Yellow	Yellow +
Youngstown-Warren MPT ARS	Green	Red	Green	Green	Yellow	Green -

Overall

Installation Restor-
ation Program

Cultural

Biological

Asbestos

Water

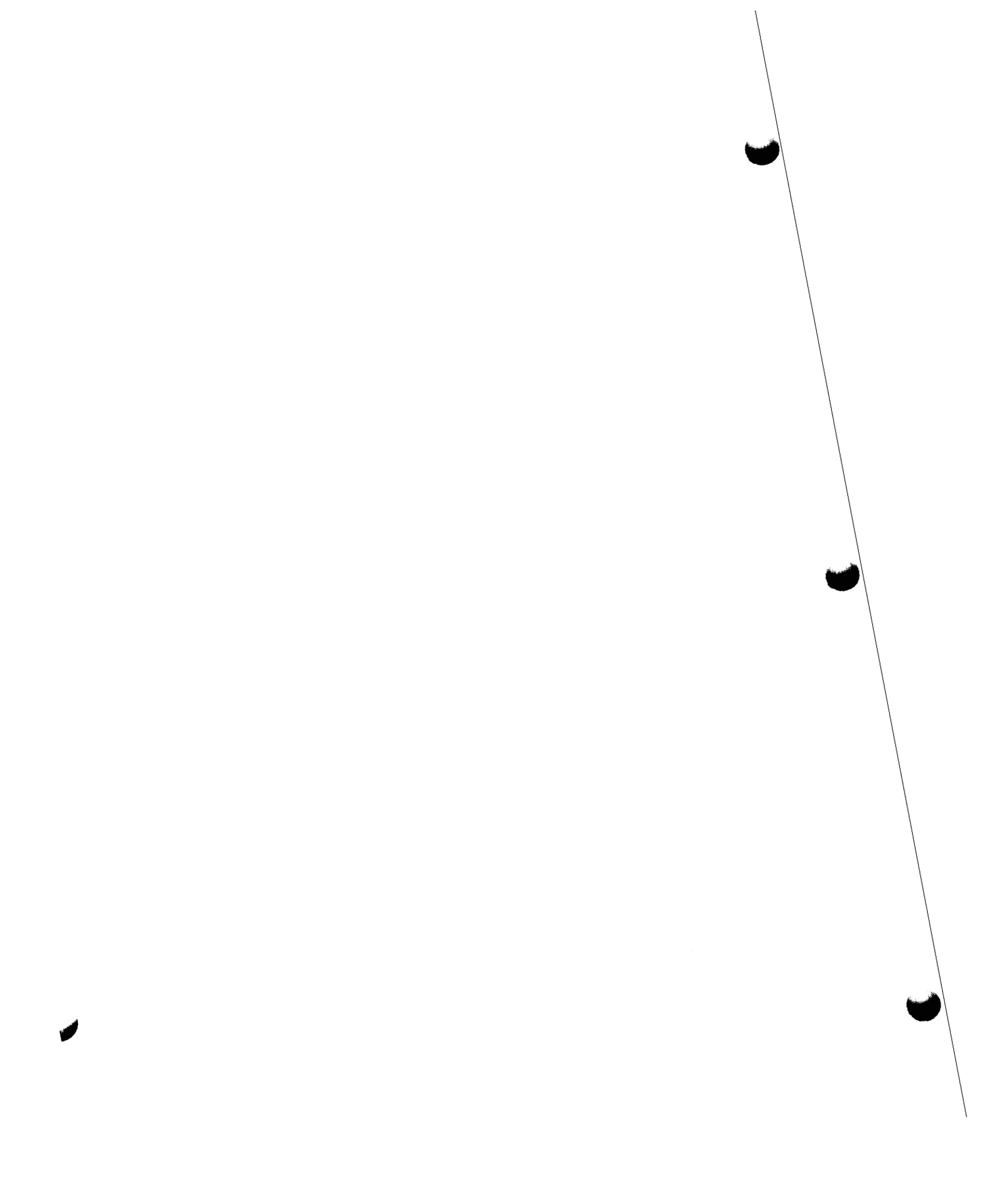
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AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

VIII.3 BIOLOGICAL

	<i>Habitat</i>	<i>Threatened and Endangered Species</i>	<i>Wetlands</i>	<i>Floodplains</i>	<i>Biological</i>
Base Name	VIII.3.A	VIII.3.B	VIII.3.C	VIII.3.D	VIII.3
Bergstrom ARB	Green	Green	Green	Green	Green
Carswell AFB	Yellow	Green	Green	Green	Green
Dobbins ARB	Green	Green	Green	Yellow	Green -
Gen Mitchell IAP ARS	Yellow	Green	Green	Green	Green
Greater Pittsburgh IAP ARS	Green	Green	Red	Green	Yellow
Grissom AFB	Yellow	Yellow	Yellow	Green	Yellow +
Homestead ARB	Green	Yellow	Yellow	Red	Yellow
March ARB	Red	Red	Yellow	Yellow	Yellow -
Minneapolis-St Paul IAP ARS	Yellow	Green	Yellow	Yellow	Yellow +
NAS Willow Grove ARS	Green	Green	Green	Green	Green
Niagara Falls IAP ARS	Yellow	Green	Red	Yellow	Yellow -
O'Hare IAP, ARS	Yellow	Green	Green	Yellow	Green -
Westover ARB	Yellow	Yellow	Yellow	Yellow	Yellow
Youngstown-Warren MPT ARS	Green	Green	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

OVERVIEW: The Depot subcategory consists of bases that provide maintenance and upgrade/modification support for Air Force weapon systems. Bases in the depot subcategory are:

Hill AFB, Utah

Robins AFB, Georgia

Kelly AFB, Texas

Tinker AFB, Oklahoma

McClellan AFB, California

ATTRIBUTES: Important attributes of depots:

- Large industrial type facilities
- Access to a technically oriented labor pool
- Runway and ramp to support large aircraft
- Specialized equipment and facilities
- Administrative space

SPECIAL ANALYSIS METHOD: Although the Depot subcategory analysis reflected the same method for Criteria II - VIII as the overall Air Force process, a tailored Criterion I analysis was developed for this subcategory. This tailored approach was necessary because of the Depot Maintenance Joint Cross Service Group (JCSG-DM), which was established to reduce duplication, excess capacity, and take advantage of available cross-service opportunities. As chartered by OSD, the JCSGs were to develop guidelines, standards, assumptions, measures of merit, data elements and milestone schedules for DoD Component conduct of cross-service analyses of common support functions. The products of the JCSGs were to be closure or realignment alternatives for service consideration and inclusion in their processes.

As a result of this effort, and seeking to integrate the cross-service analysis into the Air Force process to the extent possible, the Air Force used the Joint Group data for its depot-particular evaluation of Criterion I for depot activities. The Air Force collected data on behalf of and under the direction of the JCSG-DM relating to the functional capabilities of depot common support functions.

The Air Force BCEG appointed a special Base Closure Working Group Subgroup to develop a means of analyzing the Depot functions. That Subgroup briefed the BCEG on its proposed analytical method, received BCEG approval, and conducted the analysis in accordance with the method.

Criterion I for Depot bases was split into two parts. The first part, which accounted for seventy percent of the overall Criterion I grade, was a rolled up rating of the depot functional analysis. This rating was represented by a color and consisted of two parts, a commodity analysis worth eighty percent of the overall depot functional grade, and a cost analysis worth twenty percent of the overall grade. The Air Force, attempting to keep its analysis close to the JCSG-DM analysis, used the data and measures of merit developed by the JCSG-DM to the extent possible in developing the commodity analysis grades.

The commodity grade was determined by scoring each commodity group for each depot. Commodity scores were determined by applying five measures of merit to the JCSG data. The maximum possible score for each measure of merit represented its weight, as a percentage of one hundred, relative to the other measures of merit, and was determined by the BCEG. Thus, a measure of merit with a possible score of 20 was half as important as a measure of merit with a possible score of 40. Once a score for each measure of merit was obtained, the overall commodity score was assigned by summing

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

up the measure of merit scores. The individual commodity scores were then multiplied by the weight of that commodity group relative to the other commodity groups. These weights (3, 2, or 1 multiplier), approved by the BCEG, reflected the commodity group's relative importance to the core workload accomplished in support of DoD.

For example, the Engine commodity might receive scores of 20, 17, 6, 7, and 0 for each of the Measures of Merit (Capacity, Core Workload and Capabilities, Unique and Peculiar Core Workloads, Unique and Peculiar Core Workload Test Facilities, and Other Workloads). This sum (50) of the measures of merit was multiplied by the weighting applied for that commodity. Engine workload was highly valued as core therefore the multiplier was 3, giving an overall score of 150 for that commodity. Colors were also portrayed for BCEG reference. These were established with the highest total being green, the lowest red, and the others yellow. These colors were for ease of reference only, and were not rolled up using the normal color grade rollup system.

After deriving a score for each commodity for every depot, those scores were summed, providing a "Commodity Roll-Up" for each depot activity. These commodity totals were then compared by applying the standard deviation grading scheme, detailed in Tab X. The overall commodity color grade reflects the position of particular depot's commodity score in the distribution of depot commodity scores.

The Other Factors (Cost) grade was determined by applying the standard deviation grading scheme to the two subelements for cost comparison, then rolling up the resulting colors into an overall cost factor color grade. After developing a commodity color grade (80% weighting), and a cost factor color grade (20% weighting), these two grades were then rolled up into an overall depot value functional grade, using the standard color roll-up methodology. This final color represented the first part of the Criterion I grade, reflecting the depot value.

The second part of the Criterion I grade was an Operational capabilities analysis. The operational analysis measured how well a base could perform a small aircraft, bomber, tanker, and airlift mission. A grade for each mission capability was assigned, then those grades were rolled up with equal weighting for each mission. The rolled-up grade constituted the Operational Grade portion of the Criterion I overall grade.

The depot functional grade and the operational grade were then rolled up into one Criterion I grade, with 70 percent of the grade based on the depot grade and 30 percent based on the operational grade. The remaining criteria were determined in a manner consistent with the other categories of bases. All criteria were then reviewed prior to tiering by the BCEG using secret written ballots.

The Air Force was also tasked to provide a "military value" of depot activity bases to the Joint Group. Because the Air Force does not produce a value based solely on the first four criteria, it forwarded the initial tiering of the bases within their respective categories. In addition to the installation values, the Air Force also forwarded tiering by depot activity only, corresponding to the special Criterion I analysis performed for the depot bases. The following values were forwarded to the Depot Joint Group:

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

<u>Base</u>	<u>Installation Tiering</u>	<u>Depot Activity Tiering</u>	
Davis-Monthan AFB	1	N/A	Not analyzed as a depot, but the AMARC portion of Davis-Monthan AFB was analyzed by the Joint Group
Hill AFB	1	1	
Kelly AFB	3	3	
McClellan AFB	3	2	
Robins AFB	2	1	
Tinker AFB	1	2	

The Air Force was also directed to provide an analysis of various alternatives provided by the Joint Group. The Air Force analyzed the alternatives, comparing them with the Air Force analysis, accomplished a functional feasibility review, and participated in COBRA analysis accomplished by the losing Service. The following alternatives were analyzed:

<u>Description of Alternative</u>	<u>COBRA Analysis</u> <u>(One-time costs, NPV, ROI)</u>	<u>Functional Assessment</u>
Close Kelly AFB depot activities	\$589 M, (\$255M), 9 yrs	Can be accommodated with high costs
Close Kelly AFB and McClellan AFB depot activities	\$1,159 M, (\$626M), 8 yrs	Decrease in available capacity imposes excessive risk and entails extremely high cost, High mission impact by disrupting workload supporting mission readiness

The Air Force continued to discuss possible realignment and closures options concerning depot activities with the Depot Joint Group throughout the process.

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

SUBCATEGORY DEPENDENT WEIGHTS: (See Appendix 2 for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness				II Facilities Availability and Condition				VII Community	
I.1 Flying Operations	30%			II.1 Facilities Base	25%			VII.1 Off-base Housing	14%
I.1.A Operations Evaluation		70%		II.2 Facilities Housing	10%			VII.2 Transportation	7%
I.1.A.1 Fighter Operations			25%	II.3 Encroachment (Airfield)	25%			VII.3 Off-base Recreation	7%
I.1.A.2 Bomber Operations			25%	II.3.A Existing Assoc Airsp		15%		VII.4 Shopping Mall	7%
I.1.A.3 Tanker Operations			25%	II.3.B Future Assoc Airsp		15%		VII.5 Metro Center	7%
I.1.A.4 Airlift Operations			25%	II.3.C Existing Local Area		5%		VII.6 Local Area Crime Rate	14%
I.1.B Associated Airspace		20%		II.3.D Future Local Area		5%		VII.7 Education	14%
I.1.C Airfield Evaluation		10%		II.3.E Existing Local Comm		35%		VII.8 Employment Opportunities	14%
I.1.D EXCLUDED		N/A		II.3.F Future Local Comm		25%		VII.9 Local Medical Care	14%
I.2 thru I.5 EXCLUDED	N/A			II.4 Air Quality	40%			VII.10 thru VII.14 EXCLUDED	N/A
I.6 Depot Evaluation	70%			II.5 and II.6 EXCLUDED	N/A				
I.7 EXCLUDED	N/A								

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

OVERALL

Base Name	I	II	III	IV	V	VI	VII	VIII
Hill AFB	Green -	Yellow +	Green -	1,409/ 514	30	31,908 (4.8%)*	Green -	Yellow +
Kelly AFB	Yellow	Green -	Yellow +	653/-180	10	43,136 (5.9%)*	Green -	Red +
McClellan AFB	Yellow +	Yellow +	Yellow +	514/-607	5	32,772 (4.3%)*	Yellow	Yellow +
Robins AFB	Green -	Green -	Green	1,011/ 133	18	31,103 (19.7%)*	Green -	Yellow +
Tinker AFB	Yellow +	Green	Green	1,312/ 633	42	47,733 (8.2%)*	Green -	Yellow +

Overall Mission Requirements

Facilities and Infrastructure

Contingency and Mobility

Costs and Manpower Implications

Return on Investment

Economic Impact

Community

Environmental Impact

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I MISSION REQUIREMENTS

*Flying
Operations*

Depot Evaluation

Overall

Base Name	I.1	I.6	I
Hill AFB	Green	Green -	Green -
Kelly AFB	Green -	Yellow -	Yellow
McClellan AFB	Green -	Yellow	Yellow +
Robins AFB	Green -	Green -	Green -
Tinker AFB	Green -	Yellow	Yellow +

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1 MISSION REQUIREMENTS - FLYING

*Operational
Effectiveness*

*Associated
Airspace*

*Airfield
Capabilities*

*Flying
Mission*

Base Name	I.1.A	I.1.B	I.1.C	I.1
Hill AFB	Green	Green	Green -	Green
Kelly AFB	Green -	Green	Green	Green -
McClellan AFB	Green -	Green	Green	Green -
Robins AFB	Green -	Green	Green	Green -
Tinker AFB	Green -	Green	Green -	Green -

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A FLYING MISSION EFFECTIVENESS

	<i>Fighter Operational Effectiveness</i>	<i>Bomber Operational Effectiveness</i>	<i>Tanker Operational Effectiveness</i>	<i>Airlift Operational Effectiveness</i>	<i>Effectiveness</i>
Base Name	I.1.A.1	I.1.A.2	I.1.A.3	I.1.A.4	I.1.A
Hill AFB	Green -	Green -	Green	Green	Green
Kelly AFB	Yellow	Green	Green -	Green	Green -
McClellan AFB	Yellow	Green	Green	Green	Green -
Robins AFB	Yellow +	Green	Green	Green -	Green -
Tinker AFB	Yellow +	Green	Green -	Green -	Green -

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.1 FIGHTER MISSION OPERATIONAL EFFECTIVENESS

	<i>Geographic Location</i>	<i>Training Areas</i>	<i>Airspace/Training Area Growth</i>	<i>Composite Force Training</i>	<i>Fighter Effectiveness</i>
Base Name	I.1.A.1.a	I.1.A.1.b	I.1.A.1.c	I.1.A.1.d	I.1.A.1
Hill AFB	Green -	Yellow +	Yellow	Green	Green -
Kelly AFB	Green -	Red +	Yellow	Yellow	Yellow
McClellan AFB	Green	Red	Yellow	Green	Yellow
Robins AFB	Green	Yellow -	Yellow	Yellow	Yellow +
Tinker AFB	Green	Red +	Yellow	Red	Yellow +

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.1.a FIGHTER MISSION - GEOGRAPHIC LOCATION

Base Name	<i>Alternate Airfield</i>	<i>Divert Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Number of Runways</i>	<i>Geographic Location</i>
	I.1.A.1.a.1	I.1.A.1.a.2	I.1.A.1.a.3	I.1.A.1.a.4	I.1.A.1.a.5	I.1.A.1.a.6	I.1.A.1.a.7	I.1.A.1.a
Hill AFB	Green	Green	Green	Red	Green	Green	Green	Green -
Kelly AFB	Green	Green	Yellow	Green	Green	Green	Green	Green -
McClellan AFB	Green	Green	Green	Green	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Yellow	Green	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Military Operating Areas (MOAs) and Ranges)

*Supersonic Air
Combat MOAs*

*Other Air Combat
MOAs*

*Low Altitude
MOAs*

*Scorable Range
Complexes*

*Electronic Combat
Ranges*

Base Name	I.1.A.1.b.1	I.1.A.1.b.2	I.1.A.1.b.3	I.1.A.1.b.4	I.1.A.1.b.5
Hill AFB	Red	Yellow	Yellow	Green	Green
Kelly AFB	Red	Red	Red	Red	Red
McClellan AFB	Red	Red	Red	Red	Red
Robins AFB	Red	Red	Red	Yellow	Green
Tinker AFB	Red	Red	Red	Red	Red

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Cont.) (Tactical Employment, Ranges and Routes)

	<i>Tactical Aircraft Employment</i>	<i>Air Combat Maneuvering Instrumentation</i>	<i>Full Scale Weapons Drop Range</i>	<i>Visual Routes (VRs)/ Instrument Routes (IRs)</i>	<i>Training Areas</i>
Base Name	I.1.A.1.b.6	I.1.A.1.b.7	I.1.A.1.b.8	I.1.A.1.b.9	I.1.A.1.b
Hill AFB	Green	Green	Green	Yellow	Yellow +
Kelly AFB	Yellow	Red	Red	Green	Red +
McClellan AFB	Red	Red	Green	Red	Red
Robins AFB	Yellow	Red	Green	Yellow	Yellow -
Tinker AFB	Green	Red	Green	Green	Red +

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.2 BOMBER MISSION OPERATIONAL EFFECTIVENESS

Base Name	<i>Geographic Location</i>	<i>Training Areas</i>	<i>Airspace/Training Area Growth</i>	<i>Bomber Effectiveness</i>
	I.1.A.2.a	I.1.A.2.b	I.1.A.2.c	I.1.A.2
Hill AFB	Green -	Green	Yellow	Green -
Kelly AFB	Green	Green	Yellow	Green
McClellan AFB	Green	Green	Yellow	Green
Robins AFB	Green	Green	Yellow	Green
Tinker AFB	Green	Green	Yellow	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.2.a BOMBER MISSION - GEOGRAPHIC LOCATION

	<i>Alternate Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Number of Runways</i>	<i>Geographic Location</i>
Base Name	I.1.A.2.a.1	I.1.A.2.a.2	I.1.A.2.a.3	I.1.A.2.a.4	I.1.A.2.a.5	I.1.A.2.a.6	I.1.A.2.a
Hill AFB	Green	Green	Red	Green	Green	Green	Green -
Kelly AFB	Green	Green	Green	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Green	Green	Yellow	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.2.b BOMBER MISSION - TRAINING AREAS

	<i>Low Altitude MOAs</i>	<i>Scorable Range Complexes</i>	<i>Tactical Training Range Complex</i>	<i>Electronic Combat Ranges</i>	<i>Full Scale Weapons Drop Range</i>	<i>Visual Routes (VRs)/ Instrument Routes (IRs)</i>	<i>Training Areas</i>
Base Name	I.1.A.2.b.1	I.1.A.2.b.2	I.1.A.2.b.3	I.1.A.2.b.4	I.1.A.2.b.5	I.1.A.2.b.6	I.1.A.2.b
Hill AFB	Green	Green	Green	Green	Green	Green	Green
Kelly AFB	Green	Green	Yellow	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green	Green	Green	Green
Robins AFB	Green	Green	Yellow	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.3 TANKER MISSION OPERATIONAL EFFECTIVENESS

	<i>Alternate Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Tanker Saturation</i>	<i>Refueling Events</i>	<i>Concentrated Receiver Area</i>	<i>Bomber Effectiveness</i>
Base Name	I.1.A.3.a	I.1.A.3.b	I.1.A.3.c	I.1.A.3.d	I.1.A.3.e	I.1.A.3.f	I.1.A.3.g	I.1.A.3.h	I.1.A.3
Hill AFB	Green	Green	Red	Green	Green	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Green	Green	Yellow	Green	Green	Green -
McClellan AFB	Green	Green	Green	Green	Green	Green	Green	Yellow	Green
Robins AFB	Green	Green	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Green	Green	Yellow	Green	Green	Yellow	Green	Green	Green -

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.4 AIRLIFT MISSION OPERATIONAL EFFECTIVENESS

*Geographic
Location**Training Areas**Airlift
Effectiveness*

Base Name	I.1.A.4.a	I.1.A.4.b	I.1.A.4
Hill AFB	Green	Green -	Green
Kelly AFB	Green	Green	Green
McClellan AFB	Green	Green -	Green
Robins AFB	Yellow +	Green	Green -
Tinker AFB	Yellow +	Green	Green -

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.4.a AIRLIFT MISSION - GEOGRAPHIC LOCATION

Base Name	<i>Alternate Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Mobility and Deployability</i>	<i>Geographic Location</i>
	I.1.A.4.a.1	I.1.A.4.a.2	I.1.A.4.a.3	I.1.A.4.a.4	I.1.A.4.a.5	I.1.A.4.a.6	I.1.A.4.a
Hill AFB	Green	Green	Red	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green	Green	Yellow	Yellow +
Tinker AFB	Green	Green	Yellow	Green	Green	Yellow	Yellow +

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Personnel and Equipment Drop Zones, Landing Zones)

*Personnel Drop
Zones*

*Personnel DZ
Associated IRs*

*Personnel DZ
Associated Slow
Routes (SRs)*

Landing Zone

*Equipment Drop
Zones*

*Equipment DZ
Associated IRs*

*Equipment DZ
Associated SRs*

Base Name	I.1.A.4.b.1	I.1.A.4.b.2	I.1.A.4.b.3	I.1.A.4.b.4	I.1.A.4.b.5	I.1.A.4.b.6	I.1.A.4.b.7
Hill AFB	Green	Green	Red	Yellow	Green	Green	Red
Kelly AFB	Green	Green	Green	Green	Green	Green	Green
McClellan AFB	Green	Green	Red	Yellow	Green	Green	Red
Robins AFB	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Cont.) (Airdrop, Refueling)

	<i>Airdrop Employment</i>	<i>Full Scale Airdrop</i>	<i>Air Refueling Routes</i>	<i>Training Areas</i>
Base Name	I.1.A.4.b.8	I.1.A.4.b.9	I.1.A.4.b.10	I.1.A.4.b
Hill AFB	Green	Green	Green	Green -
Kelly AFB	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green -
Robins AFB	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.B ASSOCIATED AIRSPACE

Base Name	<i>Existing Availability Encroachment</i>	<i>Future Availability Encroachment</i>	<i>Associated Airspace</i>
	I.1.B.1	I.1.B.2	I.1.B
Hill AFB	Green	Green	Green
Kelly AFB	Green	Green	Green
McClellan AFB	Green	Green	Green
Robins AFB	Green	Green -	Green
Tinker AFB	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.B.1 EXISTING AVAILABILITY and ENCROACHMENT

Base Name	<i>Military Operating Areas/ Ranges</i>	<i>Military Training Routes</i>	<i>Existing Availability</i>
	I.1.B.1.a	I.1.B.1.b	I.1.B.1
Hill AFB	Green	Green	Green
Kelly AFB	Green	Green	Green
McClellan AFB	Green	Green	Green
Robins AFB	Green	Green	Green
Tinker AFB	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.B.2 FUTURE AVAILABILITY and ENCROACHMENT

*Military Operating
Areas/ Ranges*

*Military Training
Routes*

*Future
Availability*

Base Name	I.1.B.2.a	I.1.B.2.b	I.1.B.2
Hill AFB	Green	Green	Green
Kelly AFB	Green	Green	Green
McClellan AFB	Green	Green	Green
Robins AFB	Green	Yellow	Green -
Tinker AFB	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

Fighter Mission

Bomber Mission

Tanker Mission

Airlift Mission

*Airfield
Capabilities*

Base Name	I.1.C.1	I.1.C.2	I.1.C.3	I.1.C.4	I.1.C
Hill AFB	Green	Red	Green	Green	Green -
Kelly AFB	Green	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green	Green
Tinker AFB	Green	Red	Green	Green	Green -

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6 MISSION EFFECTIVENESS - DEPOTS

Commodity Analysis
Costs Analysis
Depot Effectiveness

Base Name	I.6.A	I.6.B	I.6
Hill AFB	Green	Yellow -	Green -
Kelly AFB	Red +	Green	Yellow -
McClellan AFB	Yellow +	Red	Yellow
Robins AFB	Green -	Green	Green -
Tinker AFB	Yellow	Green -	Yellow

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A DEPOTS - Commodity Values

	<i>Transport Tanker Bomber</i>	<i>Engines</i>	<i>All Software</i>	<i>Fighter</i>	<i>Avionics</i>	<i>Ground CE</i>	<i>Aircraft Structures</i>	<i>Aircraft Components (other)</i>	<i>Instruments</i>	<i>All Missiles</i>
Base Name	I.6.A.1	I.6.A.2	I.6.A.3	I.6.A.4	I.6.A.5	I.6.A.6	I.6.A.7	I.6.A.8	I.6.A.9	I.6.A.10
Hill AFB	16	2	28	52	23	0	27	39	17	89
Kelly AFB	39	63	14	0	6	0	9	26	7	16
McClellan AFB	16	0	19	44	20	79	33	0	24	0
Robins AFB	37	0	41	33	58	10	47	32	29	11
Tinker AFB	40	51	20	0	14	0	34	44	26	0

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory
I.6.A DEPOTS - Commodity Values (cont.)

	Base Name	I.6.A.11	I.6.A.12	I.6.A.13	I.6.A.14	I.6.A.15	I.6.A.16	I.6.A.17	I.6.A.18	I.6.A.19		I.6.A
<i>Hydraulic/ Pneumatics</i>	Hill AFB	13	78	0	0	67	77	0	44	0	Green	1077
	Kelly AFB	10	11	69	0	0	0	0	73	0	Red +	735
	McClellan AFB	65	0	0	0	24	0	0	0	77	Yellow +	879
	Robins AFB	10	10	0	0	0	10	80	0	0	Green -	905
	Tinker AFB	51	0	1	69	0	0	0	0	0	Yellow	825
<i>Landing Gear</i>												
<i>TMDE</i>												
<i>Command and Control Aircraft</i>												
<i>General Purpose (other)</i>												
<i>Munitions (aviation)</i>												
<i>Propellers</i>												
<i>APUs</i>												
<i>Ground Generators</i>												
<i>Weighted Sum</i>												
<i>Overall</i>												

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.1 Transport/Tanker/Bomber Commodity

Current and Potential Capacity Relative to AF Core Capability

Core Workload Relative to Total Depot and AF Core Workloads

Unique & Peculiar Workload

Unique & Peculiar Core Test Facilities

Last and Outside Source Relative to Total Above Core Workload

Commodity Score

Base Name	I.6.A.1.a (1/2)	I.6.A.1.b (1/2)	I.6.A.1.c	I.6.A.1.d	I.6.A.1.e (1/2)	I.6.A.1
Hill AFB	4 (2.2/2.2)	12 (10.0/2.0)	0	0	0 (0.0/0.0)	16
Kelly AFB	23 (7.3/15.5)	11 (8.3/2.6)	1	4	0 (0.0/0.0)	39
McClellan AFB	8 (3.9/4.5)	8 (6.9/1.4)	0	0	0 (0.0/0.0)	16
Robins AFB	20 (10.0/10.0)	17 (9.3/7.4)	0	0	0 (0.0/0.0)	37
Tinker AFB	24 (10.5/13.5)	16 (9.7/6.7)	0	0	0 (0.0/0.0)	40

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.2 Engines Commodity

*Current and
Potential Capacity
Relative to AF
Core Capability*

*Core Workload
Relative to Total
Depot and AF Core
Workloads*

*Unique & Peculiar
Workload*

*Unique & Peculiar
Core Test Facilities*

*Last and Outside
Source Relative to
Total Above Core
Workload*

*Commodity
Score*

Base Name	I.6.A.2.a (1/2)	I.6.A.2.b (1/2)	I.6.A.2.c	I.6.A.2.d	I.6.A.2.e (1/2)	I.6.A.2
Hill AFB	1 (0.5/0.5)	1 (1.1/0.1)	0	0	0 (0.0/0.0)	2
Kelly AFB	39 (19.4/20.0)	17 (7.1/10.3)	1	4	2 (0.0/1.5)	63
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Tinker AFB	31 (10.7/20.0)	19 (9.8/9.6)	0	1	0 (0.0/0.0)	51

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.3 All Software Commodity

Current and Potential Capacity Relative to AF Core Capability
Core Workload Relative to Total Depot and AF Core Workloads
Unique & Peculiar Workload
Unique & Peculiar Core Test Facilities
Last and Outside Source Relative to Total Above Core Workload
Commodity Score

Base Name	I.6.A.3.a (1/2)	I.6.A.3.b (1/2)	I.6.A.3.c	I.6.A.3.d	I.6.A.3.e (1/2)	I.6.A.3
Hill AFB	12 (6.0/6.0)	15 (10.0/5.3)	1	0	0 (0.0/0.0)	28
Kelly AFB	3 (1.1/1.5)	10 (9.3/1.1)	0	0	1 (0.0/0.7)	14
McClellan AFB	9 (4.0/5.1)	9 (6.7/2.3)	1	0	0 (0.0/0.1)	19
Robins AFB	20 (7.4/12.6)	18 (10.0/7.6)	3	0	0 (0.0/0.0)	41
Tinker AFB	8 (3.9/3.9)	12 (8.3/3.7)	0	0	0 (0.0/0.3)	20

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.4 Fighter Commodity

*Current and
Potential Capacity
Relative to AF
Core Capability*

*Core Workload
Relative to Total
Depot and AF Core
Workloads*

*Unique & Peculiar
Workload*

*Unique & Peculiar
Core Test Facilities*

*Last and Outside
Source Relative to
Total Above Core
Workload*

*Commodity
Score*

Base Name	I.6.A.4.a (1/2)	I.6.A.4.b (1/2)	I.6.A.4.c	I.6.A.4.d	I.6.A.4.e (1/2)	I.6.A.4
Hill AFB	30 (12.9/17.5)	17 (9.5/7.0)	0	1	4 (0.0/4.0)	52
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
McClellan AFB	27 (13.5/13.6)	14 (7.1/7.3)	0	3	0 (0.0/0.0)	44
Robins AFB	20 (10.1/10.1)	13 (7.1/5.7)	0	0	0 (0.0/0.0)	33
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.5 Avionics Commodity

*Current and
Potential Capacity
Relative to AF
Core Capability*

*Core Workload
Relative to Total
Depot and AF Core
Workloads*

*Unique & Peculiar
Workload*

*Unique & Peculiar
Core Test Facilities*

*Last and Outside
Source Relative to
Total Above Core
Workload*

*Commodity
Score*

Base Name	I.6.A.5.a (1/2)	I.6.A.5.b (1/2)	I.6.A.5.c	I.6.A.5.d	I.6.A.5.e (1/2)	I.6.A.5
Hill AFB	8 (2.9/4.7)	14 (10.0/3.7)	0	1	0 (0.0/0.0)	23
Kelly AFB	2 (0.7/0.8)	4 (3.5/0.3)	0	0	0 (0.0/0.0)	6
McClellan AFB	7 (2.6/4.5)	13 (9.2/3.3)	0	0	0 (0.0/0.0)	20
Robins AFB	23 (10.2/12.4)	22 (10.0/12.1)	6	7	0 (0.0/0.0)	58
Tinker AFB	2 (1.0/1.3)	11 (10.0/0.6)	0	1	0 (0.0/0.0)	14

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.6 Ground CE Commodity

*Current and
Potential Capacity
Relative to AF
Core Capability*

*Core Workload
Relative to Total
Depot and AF Core
Workloads*

*Unique & Peculiar
Workload*

*Unique & Peculiar
Core Test Facilities*

*Last and Outside
Source Relative to
Total Above Core
Workload*

*Commodity
Score*

Base Name	I.6.A.6.a (1/2)	I.6.A.6.b (1/2)	I.6.A.6.c	I.6.A.6.d	I.6.A.6.e (1/2)	I.6.A.6
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
McClellan AFB	40 (20.0/20.0)	28 (7.5/20.0)	6	4	1 (0.6/0.1)	79
Robins AFB	0 (0.0/0.0)	10 (10.0/0.0)	0	0	0 (0.0/0.0)	10
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.7 Aircraft Structures Commodity

*Current and
Potential Capacity
Relative to AF
Core Capability*

*Core Workload
Relative to Total
Depot and AF Core
Workloads*

*Unique & Peculiar
Workload*

*Unique & Peculiar
Core Test Facilities*

*Last and Outside
Source Relative to
Total Above Core
Workload*

*Commodity
Score*

Base Name	I.6.A.7.a (1/2)	I.6.A.7.b (1/2)	I.6.A.7.c	I.6.A.7.d	I.6.A.7.e (1/2)	I.6.A.7
Hill AFB	12 (6.1/6.1)	10 (7.3/2.7)	0	0	5 (3.2/1.9)	27
Kelly AFB	5 (1.8/3.2)	3 (3.0/0.3)	1	0	0 (0.0/0.0)	9
McClellan AFB	18 (4.5/13.2)	13 (10.0/2.8)	1	1	0 (0.0/0.0)	33
Robins AFB	29 (12.9/15.8)	18 (10.0/7.5)	0	0	0 (0.0/0.0)	47
Tinker AFB	17 (8.5/8.6)	17 (10.0/6.7)	0	0	0 (0.0/0.0)	34

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.8 Aircraft Components (other) Commodity

*Current and
Potential Capacity
Relative to AF
Core Capability*

*Core Workload
Relative to Total
Depot and AF Core
Workloads*

*Unique & Peculiar
Workload*

*Unique & Peculiar
Core Test Facilities*

*Last and Outside
Source Relative to
Total Above Core
Workload*

*Commodity
Score*

Base Name	I.6.A.8.a (1/2)	I.6.A.8.b (1/2)	I.6.A.8.c	I.6.A.8.d	I.6.A.8.e (1/2)	I.6.A.8
Hill AFB	22 (1.7/20.0)	16 (10.0/6.0)	0	1	0 (0.0/0.0)	39
Kelly AFB	16 (5.4/10.1)	9 (5.1/3.4)	0	1	0 (0.0/0.2)	26
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Robins AFB	16 (9.9/6.1)	16 (10.0/5.9)	0	0	0 (0.0/0.0)	32
Tinker AFB	32 (13.3/18.7)	11 (5.9/4.7)	1	0	0 (0.0/0.0)	44

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.9 Instruments Commodity

Current and Potential Capacity Relative to AF Core Capability

Core Workload Relative to Total Depot and AF Core Workloads

Unique & Peculiar Workload

Unique & Peculiar Core Test Facilities

Last and Outside Source Relative to Total Above Core Workload

Commodity Score

Base Name	I.6.A.9.a (1/2)	I.6.A.9.b (1/2)	I.6.A.9.c	I.6.A.9.d	I.6.A.9.e (1/2)	I.6.A.9
Hill AFB	4 (2.0/2.0)	12 (10.0/2.3)	0	1	0 (0.0/0.0)	17
Kelly AFB	0 (0.1/0.3)	7 (7.1/0.1)	0	0	0 (0.0/0.0)	7
McClellan AFB	9 (3.0/5.6)	15 (10.0/4.7)	0	0	0 (0.0/0.0)	24
Robins AFB	10 (4.4/5.3)	17 (10.0/6.5)	2	0	0 (0.0/0.0)	29
Tinker AFB	10 (2.5/7.6)	16 (10.0/6.4)	0	0	0 (0.0/0.0)	26

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.10 All Missiles Commodity

Current and
Potential Capacity
Relative to AF
Core Capability

Core Workload
Relative to Total
Depot and AF Core
Workloads

Unique & Peculiar
Workload

Unique & Peculiar
Core Test Facilities

Last and Outside
Source Relative to
Total Above Core
Workload

Commodity
Score

Base Name	I.6.A.10.a (1/2)	I.6.A.10.b (1/2)	I.6.A.10.c	I.6.A.10.d	I.6.A.10.e (1/2)	I.6.A.10
Hill AFB	40 (20.0/20.0)	28 (9.6/18.5)	6	9	6 (6.0/0.0)	89
Kelly AFB	8 (2.6/4.9)	7 (5.9/1.3)	0	1	0 (0.0/0.0)	16
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Robins AFB	1 (0.4/0.5)	10 (10.0/0.3)	0	0	0 (0.0/0.0)	11
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.11 Hydraulic/Pneumatics Commodity

*Current and
Potential Capacity
Relative to AF
Core Capability*

*Core Workload
Relative to Total
Depot and AF Core
Workloads*

*Unique & Peculiar
Workload*

*Unique & Peculiar
Core Test Facilities*

*Last and Outside
Source Relative to
Total Above Core
Workload*

*Commodity
Score*

Base Name	I.6.A.11.a (1/2)	I.6.A.11.b (1/2)	I.6.A.11.c	I.6.A.11.d	I.6.A.11.e (1/2)	I.6.A.11
Hill AFB	2 (1.1/1.1)	11 (10.0/0.5)	0	0	0 (0.0/0.0)	13
Kelly AFB	0 (0.1/0.1)	10 (9.5/0.1)	0	0	0 (0.0/0.0)	10
McClellan AFB	33 (12.9/19.7)	22 (8.9/12.7)	7	3	0 (0.0/0.0)	65
Robins AFB	0 (0.0/0.0)	10 (10.0/0.0)	0	0	0 (0.0/0.0)	10
Tinker AFB	28 (7.5/20.0)	17 (10.0/6.7)	1	5	0 (0.0/0.0)	51

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.12 Landing Gear Commodity

*Current and
Potential Capacity
Relative to AF
Core Capability*

*Core Workload
Relative to Total
Depot and AF Core
Workloads*

*Unique & Peculiar
Workload*

*Unique & Peculiar
Core Test Facilities*

*Last and Outside
Source Relative to
Total Above Core
Workload*

*Commodity
Score*

Base Name	I.6.A.12.a (1/2)	I.6.A.12.b (1/2)	I.6.A.12.c	I.6.A.12.d	I.6.A.12.e (1/2)	I.6.A.12
Hill AFB	40 (20.0/20.0)	30 (10.0/19.8)	8	0	0 (0.0/0.0)	78
Kelly AFB	1 (0.2/0.5)	10 (9.9/0.2)	0	0	0 (0.0/0.0)	11
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Robins AFB	0 (0.1/0.0)	10 (10.0/0.0)	0	0	0 (0.0/0.0)	10
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.13 Test, Measurement & Diagnostic Equipment Commodity

*Current and
Potential Capacity
Relative to AF
Core Capability*

*Core Workload
Relative to Total
Depot and AF Core
Workloads*

*Unique & Peculiar
Workload*

*Unique & Peculiar
Core Test Facilities*

*Last and Outside
Source Relative to
Total Above Core
Workload*

*Commodity
Score*

Base Name	I.6.A.13.a (1/2)	I.6.A.13.b (1/2)	I.6.A.13.c	I.6.A.13.d	I.6.A.13.e (1/2)	I.6.A.13
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Kelly AFB	40 (20.0/20.0)	29 (8.9/20.0)	0	0	0 (0.0/0.1)	69
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Tinker AFB	1 (0.6/0.6)	0 (0.1/0.0)	0	0	0 (0.0/0.0)	1

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.14 Command and Control Aircraft Commodity

*Current and
Potential Capacity
Relative to AF
Core Capability*

*Core Workload
Relative to Total
Depot and AF Core
Workloads*

*Unique & Peculiar
Workload*

*Unique & Peculiar
Core Test Facilities*

*Last and Outside
Source Relative to
Total Above Core
Workload*

*Commodity
Score*

Base Name	I.6.A.14.a (1/2)	I.6.A.14.b (1/2)	I.6.A.14.c	I.6.A.14.d	I.6.A.14.e (1/2)	I.6.A.14
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Tinker AFB	40 (20.0/20.0)	29 (8.5/20.0)	0	0	0 (0.0/0.0)	69

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.15 General Purpose (other) Commodity

*Current and
Potential Capacity
Relative to AF
Core Capability*

*Core Workload
Relative to Total
Depot and AF Core
Workloads*

*Unique & Peculiar
Workload*

*Unique & Peculiar
Core Test Facilities*

*Last and Outside
Source Relative to
Total Above Core
Workload*

*Commodity
Score*

Base Name	I.6.A.15.a (1/2)	I.6.A.15.b (1/2)	I.6.A.15.c	I.6.A.15.d	I.6.A.15.e (1/2)	I.6.A.15
Hill AFB	37 (18.7/18.7)	30 (10.0/20.0)	0	0	0 (0.0/0.0)	67
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
McClellan AFB	24 (12.1/12.1)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	24
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.16 Munitions (aviation) Commodity

*Current and
Potential Capacity
Relative to AF
Core Capability*

*Core Workload
Relative to Total
Depot and AF Core
Workloads*

*Unique & Peculiar
Workload*

*Unique & Peculiar
Core Test Facilities*

*Last and Outside
Source Relative to
Total Above Core
Workload*

*Commodity
Score*

Base Name	I.6.A.16.a (1/2)	I.6.A.16.b (1/2)	I.6.A.16.c	I.6.A.16.d	I.6.A.16.e (1/2)	I.6.A.16
Hill AFB	40 (20.0/20.0)	30 (10.0/19.9)	0	7	0 (0.0/0.0)	77
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Robins AFB	0 (0.1/0.1)	10 (10.0/0.1)	0	0	0 (0.0/0.0)	10
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.17 Propellers Commodity

Current and Potential Capacity
Relative to AF
Core Capability

Core Workload
Relative to Total
Depot and AF Core
Workloads

Unique & Peculiar
Workload

Unique & Peculiar
Core Test Facilities

Last and Outside
Source Relative to
Total Above Core
Workload

Commodity
Score

Base Name	I.6.A.17.a (1/2)	I.6.A.17.b (1/2)	I.6.A.17.c	I.6.A.17.d	I.6.A.17.e (1/2)	I.6.A.17
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Robins AFB	40 (20.0/20.0)	30 (10.0/20.0)	10	0	0 (0.0/0.0)	80
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.18 APU's Commodity

*Current and
Potential Capacity
Relative to AF
Core Capability*

*Core Workload
Relative to Total
Depot and AF Core
Workloads*

*Unique & Peculiar
Workload*

*Unique & Peculiar
Core Test Facilities*

*Last and Outside
Source Relative to
Total Above Core
Workload*

*Commodity
Score*

Base Name	I.6.A.18.a (1/2)	I.6.A.18.b (1/2)	I.6.A.18.c	I.6.A.18.d	I.6.A.18.e (1/2)	I.6.A.18
Hill AFB	28 (13.8/13.8)	14 (10.0/3.9)	0	2	0 (0.0/0.0)	44
Kelly AFB	40 (20.0/20.0)	23 (7.0/16.1)	0	8	2 (0.0/2.3)	73
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.19 Ground Generators Commodity

Current and Potential Capacity Relative to AF Core Capability

Core Workload Relative to Total Depot and AF Core Workloads

Unique & Peculiar Workload

Unique & Peculiar Core Test Facilities

Last and Outside Source Relative to Total Above Core Workload

Commodity Score

Base Name	I.6.A.19.a (1/2)	I.6.A.19.b (1/2)	I.6.A.19.c	I.6.A.19.d	I.6.A.19.e (1/2)	I.6.A.19
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
McClellan AFB	40 (20.0/20.0)	27 (6.5/20.0)	10	0	0 (0.0/0.0)	77
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	0

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.B Costs Analysis

*Annual Operating
Costs*

Labor Rates

Costs Analysis

Base Name	I.6.B.1	I.6.B.2	I.6.B
Hill AFB	Red +	Yellow +	Yellow -
Kelly AFB	Green	Green	Green
McClellan AFB	Red +	Red	Red
Robins AFB	Green	Green	Green
Tinker AFB	Green	Yellow +	Green -

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II FACILITIES AVAILABILITY and CONDITION

	<i>Mission Support Facilities</i>	<i>On Base Housing</i>	<i>Airspace Encroachment</i>	<i>Air Quality</i>	<i>Overall</i>
Base Name	II.1	II.2	II.3	II.4	II
Hill AFB	Green	Yellow +	Yellow +	Yellow	Yellow +
Kelly AFB	Green -	Green -	Yellow +	Green -	Green -
McClellan AFB	Yellow	Yellow +	Green -	Yellow	Yellow +
Robins AFB	Yellow +	Red +	Green	Green	Green -
Tinker AFB	Green -	Green	Green -	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.1 Mission Support Facilities

	<i>Facilities Capacity</i>	<i>Facilities Condition Buildings</i>	<i>Facilities Condition Infrastructure</i>	<i>Unique Facilities</i>	<i>Utility Capacity</i>	<i>Facilities</i>
Base Name	II.1.A	II.1.B	II.1.C	II.1.D	II.1.E	II.1
Hill AFB	Green	Green -	Green -	Green	Green	Green
Kelly AFB	Green	Yellow +	Green -	Green	Green	Green -
McClellan AFB	Red	Yellow +	Green -	Green	Green	Yellow
Robins AFB	Yellow	Green -	Green -	Green	Green	Yellow +
Tinker AFB	Green	Yellow	Yellow	Green	Green	Green -

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.2 ON BASE HOUSING

Base Name	Housing Capacity			Housing Condition		On Base Housing	
	II.2.A	II.2.B	II.2	II.2.A	II.2.B	II.2	II.2
Hill AFB	Green	Yellow	Yellow +	Green	Yellow	Yellow +	Yellow +
Kelly AFB	Yellow	Green	Green -	Yellow	Green	Green -	Green -
McClellan AFB	Red	Green	Yellow +	Red	Green	Yellow +	Yellow +
Robins AFB	Yellow	Red	Red +	Yellow	Red	Red +	Red +
Tinker AFB	Green	Green	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.3 AIRSPACE ENCROACHMENT

Base Name	<i>Existing Associated Airspace</i>	<i>Future Associated Airspace</i>	<i>Existing Local Flying Area</i>	<i>Future Local Flying Area</i>	<i>Existing Local Community</i>	<i>Future Local Community</i>	<i>ENCROACHMENT</i>
	II.3.A	II.3.B	II.3.C	II.3.D	II.3.E	II.3.F	II.3
Hill AFB	Green	Green	Green	Green	Yellow	Yellow	Yellow +
Kelly AFB	Green	Green	Green	Green	Yellow	Yellow -	Yellow +
McClellan AFB	Green	Green	Green	Green	Green -	Green -	Green -
Robins AFB	Green	Green	Yellow	Yellow	Green	Green	Green
Tinker AFB	Green	Green	Green	Green	Green -	Green -	Green -

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.3.A EXISTING ASSOCIATED AIRSPACE

Base Name	<i>MOAs and Restricted Airspace</i>	<i>Bombing Ranges Drop Zones</i>	<i>Low Level Routes</i>	<i>Associated Airspace</i>
	II.3.A.1	II.3.A.2	II.3.A.3	II.3.A
Hill AFB	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.3.B FUTURE ASSOCIATED AIRSPACE

Base Name	<div>MOAs and Restricted Airspace</div> <div>Bombing Ranges Drop Zones</div> <div>Low Level Routes</div> <div>Associated Airspace</div>			
	II.3.B.1	II.3.B.2	II.3.B.3	II.3.B
Hill AFB	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory II.3.E EXISTING LOCAL COMMUNITY ENCROACHMENT

Clear Zone

Accident Potential
Zone I

Accident Potential
Zone II

Noise Contour
65-70 Ldn

Noise Contour
70-75 Ldn

Noise Contour
75-80 Ldn

Noise Contour
80 Ldn and above

Existing
Local

Base Name	II.3.E.1	II.3.E.2	II.3.E.3	II.3.E.4	II.3.E.5	II.3.E.6	II.3.E.7	II.3.E
Hill AFB	Red	Yellow	Green	Yellow	Green	Red	Yellow	Yellow
Kelly AFB	Green	Red	Yellow	Green	Green	Yellow	Yellow	Yellow
McClellan AFB	Red	Green	Yellow	Green	Green	Red	Green	Green -
Robins AFB	Green	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Red	Green	Yellow	Green	Green	Red	Green	Green -

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.6 FUTURE LOCAL COMMUNITY ENCROACHMENT

	<i>Clear Zone</i>	<i>Accident Potential Zone I</i>	<i>Accident Potential Zone II</i>	<i>Noise Contour 65-70 Ldn</i>	<i>Noise Contour 70-75 Ldn</i>	<i>Noise Contour 75-80 Ldn</i>	<i>Noise Contour 80 Ldn and above</i>	<i>Future Local</i>
Base Name	II.3.F.1	II.3.F.2	II.3.F.3	II.3.F.4	II.3.F.5	II.3.F.6	II.3.F.7	II.3.F
Hill AFB	Red	Yellow	Green	Yellow	Green	Red	Yellow	Yellow
Kelly AFB	Red	Red	Yellow	Green	Green	Yellow	Yellow	Yellow -
McClellan AFB	Red	Green	Yellow	Green	Green	Red	Green	Green -
Robins AFB	Green	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Red	Green	Yellow	Green	Green	Red	Green	Green -

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.4 AIR QUALITY

*Attainment
Status* *Restrictions* *Future Growth* *Air Quality*

Base Name	II.4.A	II.4.B	II.4.C	II.4
Hill AFB	Yellow	Yellow	Yellow	Yellow
Kelly AFB	Green	Yellow	Green	Green -
McClellan AFB	Red	Yellow	Yellow	Yellow
Robins AFB	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Base Name	<i>Maximum on Ground Capacity</i>	<i>Wide Body Aircraft Operations</i>	<i>Fuel Hydrant System</i>	<i>Fuel Storage by Pipeline</i>	<i>Munitions (Cat 1.1) Capacity</i>	<i>Hot Cargo Pad</i>	<i>Geographic Location</i>	<i>Overall</i>
	III.1	III.2	III.3	III.4	III.5	III.6	III.7	III
Hill AFB	Green	Green	Yellow	Green	Green	Green	Yellow -	Green -
Kelly AFB	Yellow	Green	Green	Red	Green	Green	Yellow +	Yellow +
McClellan AFB	Green	Green	Red	Green	Yellow	Green	Yellow +	Yellow +
Robins AFB	Green	Green	Green	Green	Yellow	Green	Green	Green
Tinker AFB	Green	Green	Green	Green	Green	Green	Yellow +	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

III.7 GEOGRAPHIC LOCATION

*Ground Force
Installation*

Rail Access

Port Facility

*Geographic
Location*

Base Name	III.7.A	III.7.B	III.7.C	III.7
Hill AFB	Red	Green	Red	Yellow -
Kelly AFB	Green	Green	Red	Yellow +
McClellan AFB	Red	Green	Green	Yellow +
Robins AFB	Green	Green	Green	Green
Tinker AFB	Green	Green	Red	Yellow +

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory**IV/V Cost and Manpower Implications/Return on Investment**

One Time Costs
(Closing)
20 Year Net
Present Value
Steady State
Savings
Manpower
Savings
Return On
Investment

Base Name	IV.1	IV.2			V
Hill AFB	1409	514	70	1450	30
Kelly AFB	653	-180	70	1492	10
McClellan AFB	514	-607	96	1756	5
Robins AFB	1011	133	75	1744	18
Tinker AFB	1312	633	56	1393	42

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VI Economic Impact

Base Name	Economic Area Employment (93)	Direct Job Loss (Current BRAC)	Indirect Job Loss (Current BRAC)	Previous Job Loss (Prior BRACs)	Total Job Loss (Current BRAC)	Percent Job Loss (Current BRAC)	Cumulative Loss (All BRACs)	Percent Job Loss (All BRACs)
Hill AFB	659,460	14,677	18,751	-1,520	33,428	5.1%	31,908	4.8%
Kelly AFB	730,857	18,051	25,144	-59	43,195	5.9%	43,136	5.9%
McClellan AFB	763,605	12,763	18,368	1,641	31,131	4.1%	32,772	4.3%
Robins AFB	157,770	15,604	15,490	9	31,094	19.7%	31,103	19.7%
Tinker AFB	582,865	21,955	25,779	-1	47,734	8.2%	47,733	8.2%

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Hill AFB	Salt Lake City-Ogden, UT MSA	1,127,000	\$16,864	4.7%
Kelly AFB	San Antonio, TX MSA	1,377,000	\$17,284	4.6%
McClellan AFB	Sacramento, CA PMSA	1,148,000	\$20,398	5.3%
Robins AFB	Macon, GA MSA	296,000	\$17,542	5.8%
Tinker AFB	Oklahoma City, OK MSA	981,000	\$17,649	3.7%

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment		
		(10 Year Average)	(3 Year Average)	(1993)
Hill AFB	Salt Lake City-Ogden, UT MSA	4.8%	4.3%	3.6%
Kelly AFB	San Antonio, TX MSA	6.7%	6.2%	5.6%
McClellan AFB	Sacramento, CA PMSA	6.3%	7.4%	8.3%
Robins AFB	Macon, GA MSA	5.7%	5.5%	5.8%
Tinker AFB	Oklahoma City, OK MSA	5.6%	5.3%	5.0%

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII COMMUNITY

Base Name	VII.1	VII.2	VII.3	VII.4	VII.5	VII.6	VII.7	VII.8	VII.9	VII
Hill AFB	Yellow	Green -	Green	Green	Green	Yellow	Green	Green	Yellow	Green -
Kelly AFB	Yellow	Green -	Green	Green	Green	Yellow -	Green	Green	Yellow	Green -
McClellan AFB	Yellow	Green	Green	Green	Green	Yellow -	Green -	Red	Red	Yellow
Robins AFB	Yellow	Yellow +	Green -	Green	Green	Green -	Green	Green	Yellow	Green -
Tinker AFB	Yellow	Green	Green	Green	Green	Green	Green	Green	Yellow	Green -

Off-Base Housing

Transportation

Off-Base Recreation

Shopping Mall

Metro Center

Local Area
Crime Rate

Education

Employment
OpportunitiesLocal Medical
Care

Overall

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.1 OFF-BASE HOUSING

Affordable Suitable Off-Base Housing

Base Name	VII.1.A	VII.1.B	VII.1
Hill AFB	Yellow	Yellow	Yellow
Kelly AFB	Yellow	Yellow	Yellow
McClellan AFB	Yellow	Yellow	Yellow
Robins AFB	Yellow	Yellow	Yellow
Tinker AFB	Yellow	Yellow	Yellow

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.2 TRANSPORTATION

Base Name	<i>Public Transportation</i>	<i>Municipal Airport Proximity</i>	<i>Municipal Airport Carriers</i>	<i>Commute Time to Work</i>	<i>Transportation</i>
	VII.2.A	VII.2.B	VII.2.C	VII.2.D	VII.2
Hill AFB	Green	Yellow	Green	Green	Green -
Kelly AFB	Green	Green	Green	Yellow	Green -
McClellan AFB	Green	Green	Green	Green	Green
Robins AFB	Red	Green	Red	Green	Yellow +
Tinker AFB	Green	Green	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.3 OFF-BASE RECREATION

Swimming Pool

Movie Theater

*Public Golf
Course*

Bowling Lane

Boating

Fishing

Zoo

Base Name	VII.3.A	VII.3.B	VII.3.C	VII.3.D	VII.3.E	VII.3.F	VII.3.G
Hill AFB	Green	Green	Green	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.3 OFF-BASE RECREATION (Cont.)

*Aquarium**Theme Park**Professional Sports**College Sports**Camping Facilities**Beaches**Winter Sports**Off-Base Recreation*

Base Name	VII.3.H	VII.3.I	VII.3.J	VII.3.K	VII.3.L	VII.3.M	VII.3.N	VII.3
Hill AFB	Green	Green	Green	Green	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Green	Green	Green	Red	Green
McClellan AFB	Green	Green	Green	Green	Green	Green	Green	Green
Robins AFB	Green	Yellow	Green	Green	Green	Green	Red	Green -
Tinker AFB	Green	Green	Green	Green	Green	Green	Red	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.6 LOCAL AREA CRIME RATE

*Violent Crime
Rate*

*Property Crime
Rate*

*Local Area
Crime Rate*

Base Name	VII.6.A	VII.6.B	VII.6
Hill AFB	Green	Red	Yellow
Kelly AFB	Yellow	Red	Yellow -
McClellan AFB	Yellow	Red	Yellow -
Robins AFB	Green	Yellow	Green -
Tinker AFB	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.7 EDUCATION

*Pupil Teacher
Ratio* *Four Year
Programs* *Honors Programs* *College
Attendance* *Off-base
Education* *Education*

Base Name	VII.7.A	VII.7.B	VII.7.C	VII.7.D	VII.7.E	VII.7
Hill AFB	Yellow	Green	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Yellow	Green	Green
McClellan AFB	Red	Green	Green	Green	Green	Green -
Robins AFB	Green	Green	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.7.E OFF-BASE EDUCATION

*Vocational /
Tech College*

*Undergraduate
College*

*Graduate
College*

*Off-Base
Education*

Base Name	VII.7.E.1	VII.7.E.2	VII.7.E.3	VII.7.E
Hill AFB	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.9 LOCAL MEDICAL CARE

Physicians

Hospital Beds

*Local Medical
Care*

Base Name	VII.9.A	VII.9.B	VII.9
Hill AFB	Green	Red	Yellow
Kelly AFB	Red	Green	Yellow
McClellan AFB	Red	Red	Red
Robins AFB	Red	Green	Yellow
Tinker AFB	Red	Green	Yellow

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VIII ENVIRONMENTAL IMPACT

	<i>Water</i>	<i>Asbestos</i>	<i>Biological</i>	<i>Cultural</i>	<i>Installation Restoration Program</i>	<i>Overall</i>
Base Name	VIII.1	VIII.2	VIII.3	VIII.4	VIII.5	VIII
Hill AFB	Green	Red	Green -	Yellow	Red	Yellow +
Kelly AFB	Red	Red	Yellow -	Red	Red	Red +
McClellan AFB	Green	Red	Yellow	Yellow	Red	Yellow +
Robins AFB	Green	Red	Yellow	Yellow	Red	Yellow +
Tinker AFB	Green	Yellow	Yellow	Yellow	Yellow	Yellow +

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VIII.3 BIOLOGICAL

Habitat

*Threatened and
Endangered Species*

Wetlands

Floodplains

Biological

Base Name	VIII.3.A	VIII.3.B	VIII.3.C	VIII.3.D	VIII.3
Hill AFB	Green	Green	Yellow	Green	Green -
Kelly AFB	Green	Green	Red	Red	Yellow -
McClellan AFB	Yellow	Yellow	Yellow	Yellow	Yellow
Robins AFB	Yellow	Yellow	Yellow	Yellow	Yellow
Tinker AFB	Yellow	Yellow	Yellow	Yellow	Yellow

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

ANALYSIS RESULTS at TIERING (13 Sep)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Base Name	<i>Satellite Control Operations</i>	<i>Facilities and Infrastructure</i>	<i>Contingency and Mobility</i>	<i>Costs and Manpower Implications</i>	<i>Return on Investment</i>	<i>Economic Impact</i>	<i>Community</i>	<i>Environmental Impact</i>
	I.3	II	III	IV	V	VI	VII	VIII
Hill AFB	Green -	Yellow +	Green -	1,409/ 514	30	38,748 (6.8%)	Green -	Yellow +
Kelly AFB	Yellow	Green -	Yellow +	653/-179	10	41,125 (6.4%)	Green -	Red +
McClellan AFB	Yellow +	Yellow +	Yellow +	514/-607	5	32,438 (5.2%)*	Yellow	Yellow +
Robins AFB	Green -	Green -	Green	1,011/ 133	18	32,004 (24.3%)	Green -	Yellow +
Tinker AFB	Yellow +	Green -	Green	1,312/ 633	42	47,590 (10.1%)	Green -	Yellow +

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INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory**TIERING OF BASES**

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I

Hill AFB

Tinker AFB

TIER II

Robins AFB

TIER III

Kelly AFB

McClellan AFB

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

OVERVIEW: The Product Centers and Laboratories subcategory consists of bases that conduct research, development, and acquisition functions requiring specialized and expensive facilities. Bases in the Product Centers and Laboratories subcategory are:

Brooks AFB, Texas
Los Angeles AFB, California

Hanscom AFB, Massachusetts
Rome Lab, New York

Kirtland AFB, New Mexico
Wright-Patterson AFB, Ohio

ATTRIBUTES: Important attributes of product centers and laboratories:

- Population of highly skilled personnel
- Unique geographical and climatological features
- Need for in-house capability and Air Force preeminence in the subject work
- Specialized equipment and facilities
- Administrative space

SPECIAL ANALYSIS METHOD: Although the Product Center and Laboratory subcategory analysis reflected the same method for Criteria II - VIII as the overall Air Force process, a tailored Criterion I analysis was developed for this subcategory. This tailored approach was necessary because of the DoD establishment of a Laboratory Joint Cross Service Group (LJCSG) to take advantage of available cross-service asset sharing opportunities. As chartered by OSD, the JCSGs were to develop guidelines, standards, assumptions, measures of merit, data elements and milestone schedules for DoD Component conduct of cross-service analyses of common support functions. In addition, the JCSGs were to develop closure or realignment alternatives and numerical excess capacity reduction targets.

As a result of this effort, and seeking to integrate the cross-service analysis into the Air Force process to the maximum extent possible, the Air Force collected data on behalf of and under the direction of the LJCSG relating to the functional capabilities of product center and laboratory common support functions.

The Air Force BCEG appointed a special Base Closure Working Group Subgroup to develop a means of analyzing the Product Center and Laboratory functions. That Subgroup briefed the BCEG on its proposed analytical method, received BCEG approval, and conducted the analysis in accordance with the method.

Criterion I for Product Center and Laboratory bases was split into two parts. The first part was a rolled up rating of the product center and laboratory functional analysis. This rating was represented by a color and resulted from rolling up the color grades from each of five measures of merit (Priority, Workload, Personnel, Facilities and Equipment, and Location.) The Air Force, attempting to keep its analysis close to the LJCSG analysis, used the data and measures of merit developed by the LJCSG to the maximum extent possible in developing its functional analysis. The measures of merit developed for the Product Center and Laboratory base analysis were designed to capture those elements that reflected the relative capabilities of those types

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

of activities. In some cases, the standard deviation grading scheme was used to develop grades for the subelements of the measures of merit. For others, a specific goalpost was used to determine the grade.

The second part of the Criterion I grade was an Operational capabilities analysis. The operational analysis measured how well a base could perform a small aircraft, bomber, tanker, and airlift mission. A grade for each mission capability was assigned, then those grades were rolled up with equal weighting for each mission. The rolled-up grade constituted the Operational Grade portion of the Criterion I overall grade. Bases without runways were given a Red grade for the operational portion of Criterion I, recognizing the lack of flexibility and other mission support such an installation could provide. On the other hand, because a runway is not essential to the mission of the bases in this subcategory, the two parts of Criterion I were not rolled together into an overall grade. This allowed the BCEG members individually to consider the importance to be given to that factor. The remaining criteria were determined in a manner consistent with the other categories of bases. All criteria were then reviewed prior to grouping by the BCEG by secret written ballot.

The Air Force was also tasked to provide a "military value" of lab activity bases to the Joint Group. Because the Air Force does not produce a value based solely on the first four criteria, it forwarded the initial tiering of the bases within their respective categories. In addition to the installation values, the Air Force also forwarded tiering by lab and product center activity only, corresponding to the special Criterion I analysis performed for the lab and product center bases. Because the lab activities did not correlate to the installations, separate tierings were provided. The following values were forwarded to the Laboratory Joint Group:

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

<u>Base</u>	<u>Installation Tiering</u>
Brooks AFB	3
Edwards AFB	1
Eglin AFB	1
Hanscom AFB	1
Hill AFB	1
Kelly AFB	3
Kirtland AFB	2
Los Angeles AFB	2
McClellan AFB	3
Mesa, AZ, Armstrong Lab	3
Peterson AFB	1
Robins AFB	2
Rome Lab, Rome, NY	1
San Bernadino, CA	3
Tinker AFB	1
Tyndall AFB	2
Wright-Patterson AFB	1

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

<u>Lab/Product Center</u>	<u>Lab Activity Tiering</u>	<u>Product Center Tiering</u>
Armstrong Lab, Brooks AFB	2	
Armstrong Lab, Mesa, AZ	2	
Armstrong Lab, Wright-Patterson AFB	1	
Philips Lab, Hanscom AFB	1	
Philips Lab, Kirtland AFB	1	
Rome Lab, Hanscom AFB	1	
Rome Lab, Rome, NY	1	
Wright Lab, Wright-Patterson AFB	1	
ASC (Mod), Wright-Patterson AFB		2
ASC (SPO), Wright-Patterson AFB		1
ESC, Hanscom AFB		1
Human Systems Center, Brooks AFB		2
SMC, San Bernadino		2
Space & Missile Systems Center, Los Angeles AFB		2

The Air Force was also directed to provide an analysis of various alternatives provided by the Joint Group and the chairman's staff. The Air Force provided an analysis of the alternatives, comparing them with the Air Force analysis, performed a functional feasibility review, and participated in COBRA analysis accomplished by the losing Service. . The following alternatives were analyzed:

Description of Alternative	COBRA Analysis (One-time costs, NPV, ROI)	Functional Assessment
Air to Air and Air to Ground Weapons: Consolidate RDT&E at China Lake	Incomplete data from Navy precluded COBRA analysis	Eglin AFB is the best alternative to host this work, based on an analysis of the Lab and T&E JCSG data. Eglin AFB has the full capability and capacity to satisfy requirements, and leverages collocated S&T, EMD, T&E, operational testing, and user participation. Additionally, significant joint activity already takes place at Eglin (e.g. AMRAAM, JDAM).

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

<u>Description of Alternative</u>	<u>COBRA Analysis</u> (One-time costs, NPV, ROI)	<u>Functional Assessment</u>
Air Vehicles: Consolidation of RDT&E at "core" T&E installations at Edwards AFB, NAWC Patuxent River, Arnold EDC, and Yuma Proving Ground	None	No Air Vehicle R&D activity considered for realignment or closure. No further assessment required per DDR&E Memo #4, LJCSG Alternatives
Airborne C4I: Consolidate NCCOSC, NRL, and China Lake work at ESC-Hanscom AFB and CERDEC-Ft Monmouth	No request for data from Navy	The Air Force believes substantial synergy would result from this move.
C4I Airborne: Collocate Rome Lab-Griffiss work at Rome Lab-Hanscom AFB	Intra-Air Force move	Most suitable intra-AF realignment of Rome Lab; however, the Air Force recommends a combination of this option and the next one as most beneficial to DoD.
C4I: Realign Rome Lab, Rome, NY, to combination of NRaD, Ft Monmouth, Ft Belvoir, and Wright Lab, Wright-Patterson AFB or Hanscom AFB	\$52M, (\$102M), 4 yrs	Most suitable "joint-only" realignment of Rome Lab; however, the Air Force recommends a combination of this option and the previous one as most beneficial to DoD.
C4I: Realign ESC and Rome Lab Hanscom AFB to Ft Monmouth	\$441M, (\$107M), 11 yrs	No match of product lines, product technical characteristics, or technical infrastructure
C4I: Realign SPAWAR to Ft Monmouth or Hanscom AFB	Navy to perform COBRA	The Air Force believes substantial synergy would result in this move.
Conventional Missiles and Rockets: Collocate ASC and Wright Lab - Eglin AFB at MRDEC-RSA or China Lake	\$11M, (\$10M), 100+ yrs	Both China Lake and MERDEC are unsuitable as a host for this work. See Air to Air and Air to Ground Weapons discussion above
Directed Energy Weapons: Collocate ARL-ADELPHI work at Phillips Lab-Kirtland AFB	Army to perform COBRA	The Air Force believes substantial synergy would result in this move.
Electronic Devices: Collocate Wright Lab-Wright-Patterson AFB work at Rome Lab-Hanscom AFB	Intra - Air Force move	This move would break as many interconnects as it creates

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

<u>Description of Alternative</u>	<u>COBRA Analysis</u> (One-time costs, NPV, ROI)	<u>Functional Assessment</u>
Electronic Devices: Collocate Wright Lab-Wright-Patterson AFB work at ARL-ADELPHI	\$31M, \$53M, Never	Functional value difference is due to organizational structure
Energetics - Explosives: Consolidate at China Lake and Picatinny	Incomplete data received from Navy precluded COBRA analysis	Eglin AFB is the best alternative to host this work, based on an analysis of the Lab and T&E JCSG data. Eglin AFB has the full capability and capacity to satisfy requirements, and leverages collocated S&T, EMD, T&E, operational testing, and user participation. Additionally, significant joint activity already takes place at Eglin (e.g. AMRAAM, JDAM).
Energetics - Propellants: Consolidate RDT&E at China Lake	Incomplete data received from Navy precluded COBRA analysis	Phillips Lab at Edwards AFB is the best alternative to host this work, based on an analysis of the Lab and T&E JCSG data. Phillips Lab has full Science & Technology capability/capacity, as well as significantly higher capital investment in its facilities than China Lake.
Fixed C4I: Collocate ESC-Hanscom AFB work at NCCOSC	\$3.9M, \$6.4M, Never	No match of product lines, product technical characteristics, or technical infrastructure
Fixed Flight Substems: Collocate HSC-Brooks AFB work at ASC-Wright-Patterson AFB	Intra-Air Force move	Some synergy possible
Fixed Propulsion: Consolidate NAWC-PAX & China Lake at Wright Lab-Wright-Patterson AFB	No request for data received from the Navy	The Air Force believes substantial synergy could result from this move
Fixed Wing: Collocate AVRDEC-STL work at ALC-Tinker AFB	Army to perform COBRA	The Air Force believes substantial synergy could result from this move.
Fixed Wing: Collocate MRDEC-RSA work at ASC-Wright-Patterson AFB	Army to perform COBRA	The Air Force believes substantial synergy could result from this move.
Ground Control System: Collocate NRL work at SMC-Los Angeles AFB	No request for data received from the Navy	SMC-LA lacks available capacity to host this work.

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<u>Description of Alternative</u>	<u>COBRA Analysis</u> (One-time costs, NPV, ROI)	<u>Functional Assessment</u>
Guns and Ammo: Collocate ASC and Wright Lab - Eglin work at ARDEC-PICATINNY	\$0.3M, \$0.5M, Never	The Air Force will continue to support Army as Reliance lead in this CSF
Mobile C4I: Collocate ESC-Hanscom AFB work at CERDEC-Ft Monmouth	\$1M, \$0.9M, 100+ yrs	This move would break as many interconnects as it creates
Satellite: Consolidate NRL, NCCOSC, and Dahlgren work at SMC-Los Angeles AFB	NRL only request received from Navy. Navy to perform COBRA	This move would break as many interconnects as it creates
Satellites: Collocate Phillips Lab-Edwards AFB at Phillips Lab-Kirtland AFB	Intra-Air Force move	The nature of the test facilities at Phillips Lab, Edwards, makes this option not feasible for consideration
Space Launch Vehicles: Collocate Phillips Lab-Edwards AFB at SMC-Los Angeles AFB	Intra-Air Force move	Propulsion Science and Technology work is not compatible with the location of Los Angeles AFB in the downtown Los Angeles area
Training Systems: Collocate Armstrong Lab-Brooks and Armstrong Lab-Williams (Mesa, AZ) at Orlando, Florida	No data received from Navy - COBRA analysis not available	Changes in Orlando have reduced necessary resources for these activities.

The Air Force continued to discuss possible realignment and closures options concerning laboratory activities with the Laboratory Joint Group throughout the process.

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

SUBCATEGORY DEPENDENT WEIGHTS: (See Appendix 2 for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness				II Facilities Availability and Condition				VII Community			
I.1 Flying Operations	-			II.1 Facilities Base	40%			VII.1 Off-base Housing		14%	
1.1.A Operations Evaluation		70%		II.2 Facilities Housing	10%			VII.2 Transportation		7%	
1.1.A.1 Fighter Operations			25%	II.3 Encroachment (Airfield)	10%			VII.3 Off-base Recreation		7%	
1.1.A.2 Bomber Operations			25%	II.3.A Existing Assoc Airsp		15%		VII.4 Shopping Mall		7%	
1.1.A.3 Tanker Operations			25%	II.3.B Future Assoc Airsp		15%		VII.5 Metro Center		7%	
1.1.A.4 Airlift Operations			25%	II.3.C Existing Local Area		5%		VII.6 Local Area Crime Rate		14%	
1.1.B Associated Airspace		20%		II.3.D Future Local Area		5%		VII.7 Education		14%	
1.1.C Airfield Evaluation		10%		II.3.E Existing Local Comm		35%		VII.8 Employment Opportunities		14%	
1.1.D EXCLUDED		N/A		II.3.F Future Local Comm		25%		VII.9 Local Medical Care		14%	
I.2 thru I.4 EXCLUDED	N/A			II.4 Air Quality	40%			VII.10 thru VII.14 EXCLUDED		N/A	
I.5 Laboratory Evaluation	-			II.5 and II.6 EXCLUDED	N/A						
I.6 and I.7 EXCLUDED	N/A										

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

OVERALL

Flying
Operations

Product Center/
Lab Evaluation

Facilities and
Infrastructure

Contingency
and Mobility

Costs and
Manpower
Implications

Return on
Investment

Economic
Impact

Community

Environmental
Impact

Base Name	I.1	I.5	II	III	IV	V	VI	VII	VIII
Brooks AFB	Red	Yellow	Green -	Red +	246/-78	10	7,777 (1.1%)*	Green -	Red +
Hanscom AFB	Red	Green -	Yellow +	Red +	421/-158	9	20,737 (0.9%)*	Green -	Yellow +
Kirtland AFB	Yellow +	Green -	Yellow +	Yellow	448/-469	6	21,433 (6.6%)	Green -	Green -
Los Angeles AFB	Red	Yellow +	Yellow	Red +	450/-142	10	24,984 (0.5%)*	Yellow	Green -
Rome Lab	Red	Green -	Green -	Red +	134/ 112	100+	10,344 (6.7%)*	Yellow +	Yellow +
Wright-Patterson AFB	Yellow +	Green -	Yellow +	Green -	1,567/ 834	49	49,809 (9.3%)*	Green -	Yellow -

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1 MISSION REQUIREMENTS - FLYING

*Operational
Effectiveness*

*Associated
Airspace*

*Airfield
Capabilities*

*Flying
Mission*

Base Name	I.1.A	I.1.B	I.1.C	I.1
Brooks AFB	No Grade	No Grade	No Grade	Red
Hanscom AFB	No Grade	No Grade	No Grade	Red
Kirtland AFB	Green -	Yellow +	Red	Yellow +
Los Angeles AFB	No Grade	No Grade	No Grade	Red
Rome Lab	No Grade	No Grade	No Grade	Red
Wright-Patterson AFB	Yellow +	Yellow +	Green	Yellow +

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A FLYING MISSION EFFECTIVENESS

Base Name	<i>Fighter Operational Effectiveness</i>	<i>Bomber Operational Effectiveness</i>	<i>Tanker Operational Effectiveness</i>	<i>Airlift Operational Effectiveness</i>	<i>Effectiveness</i>
I.1.A.1	I.1.A.2	I.1.A.3	I.1.A.4	I.1.A	
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Yellow +	Green -	Green -	Green	Green -
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Yellow	Green -	Yellow +	Yellow +	Yellow +

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.1 FIGHTER MISSION OPERATIONAL EFFECTIVENESS

	<i>Geographic Location</i>	<i>Training Areas</i>	<i>Airspace/Training Area Growth</i>	<i>Composite Force Training</i>	<i>Fighter Effectiveness</i>
Base Name	I.1.A.1.a	I.1.A.1.b	I.1.A.1.c	I.1.A.1.d	I.1.A.1
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Green -	Yellow -	Yellow	Green	Yellow +
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Green -	Red +	Yellow	Red	Yellow

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.1.a FIGHTER MISSION - GEOGRAPHIC LOCATION

Base Name	<i>Alternate Airfield</i>	<i>Divert Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Number of Runways</i>	<i>Geographic Location</i>
	I.1.A.1.a.1	I.1.A.1.a.2	I.1.A.1.a.3	I.1.A.1.a.4	I.1.A.1.a.5	I.1.A.1.a.6	I.1.A.1.a.7	I.1.A.1.a
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Yellow	Green	Green	Red	Green	Green	Green	Green -
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Green	Green	Yellow	Red	Green	Green	Green	Green -

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Military Operating Areas (MOAs) and Ranges)

	<i>Supersonic Air Combat MOAs</i>	<i>Other Air Combat MOAs</i>	<i>Low Altitude MOAs</i>	<i>Scorable Range Complexes</i>	<i>Electronic Combat Ranges</i>
Base Name	I.1.A.1.b.1	I.1.A.1.b.2	I.1.A.1.b.3'	I.1.A.1.b.4	I.1.A.1.b.5
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Red	Yellow	Yellow	Red	Green
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Red	Red	Red	Red	Green

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**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

**I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Cont.)
(Tactical Employment, Ranges and Routes)**

	<i>Tactical Aircraft Employment</i>	<i>Air Combat Maneuvering Instrumentation</i>	<i>Full Scale Weapons Drop Range</i>	<i>Visual Routes (VRs)/ Instrument Routes (IRs)</i>	<i>Training Areas</i>
Base Name	I.1.A.1.b.6	I.1.A.1.b.7	I.1.A.1.b.8	I.1.A.1.b.9	I.1.A.1.b
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Red	Red	Green	Yellow	Yellow -
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Yellow	Red	Green	Yellow	Red +

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**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

I.1.A.2 BOMBER MISSION OPERATIONAL EFFECTIVENESS

*Geographic
Location*

Training Areas

*Airspace/Training
Area Growth*

*Bomber
Effectiveness*

Base Name	I.1.A.2.a	I.1.A.2.b	I.1.A.2.c	I.1.A.2
Brooks AFB	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Green -	Green	Yellow	Green -
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Green -	Green -	Yellow	Green -

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.2.a BOMBER MISSION - GEOGRAPHIC LOCATION

Base Name	<i>Alternate Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Number of Runways</i>	<i>Geographic Location</i>
	I.1.A.2.a.1	I.1.A.2.a.2	I.1.A.2.a.3	I.1.A.2.a.4	I.1.A.2.a.5	I.1.A.2.a.6	I.1.A.2.a
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade,
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Green	Green	Red	Green	Green	Green	Green -
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Green	Green	Red	Green	Green	Green	Green -

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.2.b BOMBER MISSION - TRAINING AREAS

	<i>Low Altitude MOAs</i>	<i>Scorable Range Complexes</i>	<i>Tactical Training Range Complex</i>	<i>Electronic Combat Ranges</i>	<i>Full Scale Weapons Drop Range</i>	<i>Visual Routes (VRs)/ Instrument Routes (IRs)</i>	<i>Training Areas</i>
Base Name	I.1.A.2.b.1	I.1.A.2.b.2	I.1.A.2.b.3	I.1.A.2.b.4	I.1.A.2.b.5	I.1.A.2.b.6	I.1.A.2.b
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Green	Green	Green	Green	Green	Green	Green
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Yellow	Green	Yellow	Green	Green	Green	Green -

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.3 TANKER MISSION OPERATIONAL EFFECTIVENESS

	<i>Alternate Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Tanker Saturation</i>	<i>Refueling Events</i>	<i>Concentrated Receiver Area</i>	<i>Bomber Effectiveness</i>
Base Name	I.1.A.3.a	I.1.A.3.b	I.1.A.3.c	I.1.A.3.d	I.1.A.3.e	I.1.A.3.f	I.1.A.3.g	I.1.A.3.h	I.1.A.3.i
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Green	Green	Red	Green	Green	Yellow	Green	Green	Green -
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Green	Green	Red	Green	Green	Red	Green	Green	Yellow +

UNCLASSIFIED

**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

I.1.A.4 AIRLIFT MISSION OPERATIONAL EFFECTIVENESS

*Geographic
Location*

Training Areas

*Airlift
Effectiveness*

Base Name	I.1.A.4.a	I.1.A.4.b	I.1.A.4
Brooks AFB	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade
Kirtland AFB	Green	Green -	Green
Los Angeles AFB	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade
Wright-Patterson AFB	Yellow +	Yellow	Yellow +

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.4.a AIRLIFT MISSION - GEOGRAPHIC LOCATION

	<i>Alternate Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Mobility and Deployability</i>	<i>Geographic Location</i>
Base Name	I.1.A.4.a.1	I.1.A.4.a.2	I.1.A.4.a.3	I.1.A.4.a.4	I.1.A.4.a.5	I.1.A.4.a.6	I.1.A.4.a
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Green	Green	Red	Green	Green	Green	Green
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Green	Green	Red	Green	Green	Yellow	Yellow +

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Personnel and Equipment Drop Zones, Landing Zones)

	<i>Personnel Drop Zones</i>	<i>Personnel DZ Associated IRs</i>	<i>Personnel DZ Associated Slow Routes (SRs)</i>	<i>Landing Zone</i>	<i>Equipment Drop Zones</i>	<i>Equipment DZ Associated IRs</i>	<i>Equipment DZ Associated SRs</i>
Base Name	I.1.A.4.b.1	I.1.A.4.b.2	I.1.A.4.b.3	I.1.A.4.b.4	I.1.A.4.b.5	I.1.A.4.b.6	I.1.A.4.b.7
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Green	Green	Green	Yellow	Green	Red	Red
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Red	Red	Red	Green	Red	Red	Red

UNCLASSIFIED

**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

**I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Cont.)
(Airdrop, Refueling)**

*Airdrop
Employment*

*Full Scale
Airdrop*

*Air Refueling
Routes*

Training Areas

Base Name	I.1.A.4.b.8	I.1.A.4.b.9	I.1.A.4.b.10	I.1.A.4.b
Brooks AFB	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Green	Green	Green	Green -
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Green	Yellow	Green	Yellow

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.B ASSOCIATED AIRSPACE

Base Name	<i>Existing Availability Encroachment</i>	<i>Future Availability Encroachment</i>	<i>Associated Airspace</i>
	I.1.B.1	I.1.B.2	I.1.B
Brooks AFB	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade
Kirtland AFB	Yellow +	Green -	Yellow +
Los Angeles AFB	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade
Wright-Patterson AFB	Yellow +	Green -	Yellow +

UNCLASSIFIED

**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

I.1.B.1 EXISTING AVAILABILITY and ENCROACHMENT

*Military Operating
Areas/ Ranges*

*Military Training
Routes*

*Existing
Availability*

Base Name	I.1.B.1.a	I.1.B.1.b	I.1.B.1
Brooks AFB	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade
Kirtland AFB	Yellow	Green	Yellow +
Los Angeles AFB	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade
Wright-Patterson AFB	Yellow	Green	Yellow +

UNCLASSIFIED

**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

I.1.B.2 FUTURE AVAILABILITY and ENCROACHMENT

*Military Operating
Areas/ Ranges*

*Military Training
Routes*

*Future
Availability*

Base Name	I.1.B.2.a	I.1.B.2.b	I.1.B.2
Brooks AFB	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade
Kirtland AFB	Yellow	Green	Green -
Los Angeles AFB	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade
Wright-Patterson AFB	Yellow	Green	Green -

UNCLASSIFIED

**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

	<i>Fighter Mission</i>	<i>Bomber Mission</i>	<i>Tanker Mission</i>	<i>Airlift Mission</i>	<i>Airfield Capabilities</i>
Base Name	I.1.C.1	I.1.C.2	I.1.C.3	I.1.C.4	I.1.C
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Red	Red	Red	Red	Red
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Green	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.5 MISSION REQUIREMENTS - PRODUCT CENTERS and LABS

Priority *Workload* *Personnel* *Facilities* *Location* *Overall by Facility* *Facility Workload* *Overall*

Base / Facility Name	I.5.A	I.5.B	I.5.C	I.5.D	I.5.E			I.5
Brooks AFB/ Armstrong Lab	Yellow +	Yellow -	Yellow +	Yellow +	Yellow -	Yellow	77%	Yellow
Brooks AFB/ Human Systems Center	Yellow +	Yellow -	Yellow	Yellow +	Yellow -	Yellow	23%	
Hanscom AFB/ Electronic Systems Center	Green	Green	Green -	Yellow +	Yellow -	Green -	84%	Green -
Hanscom AFB/ Phillips Lab	Yellow +	Yellow -	Green -	Yellow +	Yellow -	Yellow	14%	Green -
Hanscom AFB/ Rome Lab	Green	Yellow	Green -	Yellow +	Yellow -	Yellow +	4%	
Kirtland AFB/ Phillips Lab	Green	Yellow +	Yellow +	Green	Yellow	Green -	100%	
Los Angeles AFB/ Space & Missile Center	Green -	Green -	Green -	Yellow +	Yellow -	Yellow +	100%	Yellow +
Rome Lab	Green	Green -	Yellow +	Green -	Yellow -	Green -	100%	Green -
Wright-Patterson AFB/ Aeronautical Systems Center (Mod Ctr)	Yellow +	Yellow -	Yellow	Yellow +	Yellow	Yellow	4%	Green -
Wright-Patterson AFB/ Aeronautical Systems Center (SPOs)	Green -	Green	Green	Green	Yellow	Green -	64%	
Wright-Patterson AFB/ Armstrong Lab	Yellow +	Yellow +	Yellow +	Yellow +	Yellow -	Yellow +	5%	
Wright-Patterson AFB/ Wright Lab	Green -	Green	Green -	Green	Yellow	Green -	27%	

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.5.A PRODUCT CENTERS and LABS - Priority

Base / Facility Name	<i>Budget</i>	<i>Need for Pre-eminence</i>	<i>Need for In-house Capability</i>	<i>Priority</i>
	I.5.A.1	I.5.A.2	I.5.A.3	I.5.A
Brooks AFB/ Armstrong Lab	Green	Yellow -	Yellow -	Yellow +
Brooks AFB/ Human Systems Center	Green	Yellow -	Yellow -	Yellow +
Hanscom AFB/ Electronic Systems Center	Green	Green	Green	Green
Hanscom AFB/ Phillips Lab	Green	Yellow -	Yellow +	Yellow +
Hanscom AFB/ Rome Lab	Green	Green	Green	Green
Kirtland AFB/ Phillips Lab	Green	Green	Green -	Green
Los Angeles AFB/ Space & Missile Center	Green	Green -	Yellow +	Green -
Rome Lab	Green	Green	Green	Green
Wright-Patterson AFB/ Aeronautical Systems Center (Mod Ctr)	Green	Yellow +	Yellow	Yellow +
Wright-Patterson AFB/ Aeronautical Systems Center (SPOs)	Green	Green -	Yellow +	Green -
Wright-Patterson AFB/ Armstrong Lab	Green	Yellow -	Yellow -	Yellow +
Wright-Patterson AFB/ Wright Lab	Green	Yellow +	Yellow +	Green -

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.5.B PRODUCT CENTERS and LABS - Workload

	<i>Actual Workload (FY93)</i>	<i>Number of Projects</i>	<i>Direct Funding</i>	<i>Workload</i>
Base / Facility Name	I.5.B.1	I.5.B.2	I.5.B.3	I.5.B
Brooks AFB/ Armstrong Lab	Yellow +	No Grade	Red	Yellow -
Brooks AFB/ Human Systems Center	Red +	Yellow +	Yellow -	Yellow -
Hanscom AFB/ Electronic Systems Center	Green -	Green	Green	Green
Hanscom AFB/ Phillips Lab	Yellow	No Grade	Yellow -	Yellow -
Hanscom AFB/ Rome Lab	Yellow -	No Grade	Yellow	Yellow
Kirtland AFB/ Phillips Lab	Green	No Grade	Yellow	Yellow +
Los Angeles AFB/ Space & Missile Center	Green	Yellow	Green	Green -
Rome Lab	Yellow +	No Grade	Green	Green -
Wright-Patterson AFB/ Aeronautical Systems Center (Mod Ctr)	Yellow -	Yellow -	Red +	Yellow -
Wright-Patterson AFB/ Aeronautical Systems Center (SPOs)	Green	Green	Green	Green
Wright-Patterson AFB/ Armstrong Lab	Yellow	No Grade	Green -	Yellow +
Wright-Patterson AFB/ Wright Lab	Green	No Grade	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.5.C PRODUCT CENTERS and LABS - Personnel

Base / Facility Name	<i>Total Personnel</i>	<i>Average Education</i>	<i>Average Experience</i>	<i>Average Patents Held</i>	<i>Average Papers Published</i>	<i>Personnel</i>
	I.5.C.1	I.5.C.2	I.5.C.3	I.5.C.4	I.5.C.5	I.5.C
Brooks AFB/ Armstrong Lab	Yellow +	Green -	Yellow	Yellow	Yellow	Yellow +
Brooks AFB/ Human Systems Center	Red +	Green -	Yellow +	No Grade	No Grade	Yellow
Hanscom AFB/ Electronic Systems Center	Green -	Green	Green -	No Grade	No Grade	Green -
Hanscom AFB/ Phillips Lab	Yellow	Green	Green	Yellow	Green	Green -
Hanscom AFB/ Rome Lab	Yellow -	Green	Green	Green	Green	Green -
Kirtland AFB/ Phillips Lab	Green	Green	Yellow -	Yellow	Yellow	Yellow +
Los Angeles AFB/ Space & Missile Center	Green	Yellow +	Yellow +	No Grade	No Grade	Green -
Rome Lab	Green -	Green -	Green -	Yellow	Red +	Yellow +
Wright-Patterson AFB/ Aeronautical Systems Center (Mod Ctr)	Yellow -	Yellow -	Green -	No Grade	No Grade	Yellow
Wright-Patterson AFB/ Aeronautical Systems Center (SPOs)	Green	Green -	Green	No Grade	No Grade	Green
Wright-Patterson AFB/ Armstrong Lab	Yellow	Green	Yellow +	Yellow +	Yellow -	Yellow +
Wright-Patterson AFB/ Wright Lab	Green	Green -	Green -	Green -	Green	Green -

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.5.D PRODUCT CENTERS and LABS - Facilities

*Major Facilities
and Equipment*

*Land Use
(Buildable Acres)*

Facilities

Base / Facility Name	I.5.D.1	I.5.D.2	I.5.D
Brooks AFB/ Armstrong Lab,	Yellow	Green	Yellow +
Brooks AFB/ Human Systems Center	Yellow	Green	Yellow +
Hanscom AFB/ Electronic Systems Center	Yellow	Green	Yellow +
Hanscom AFB/ Phillips Lab	Yellow	Green	Yellow +
Hanscom AFB/ Rome Lab	Yellow	Green	Yellow +
Kirtland AFB/ Phillips Lab	Green	Green	Green
Los Angeles AFB/ Space & Missile Center	Yellow +	Yellow	Yellow +
Rome Lab	Yellow +	Green	Green -
Wright-Patterson AFB/ Aeronautical Systems Center (Mod Ctr)	Yellow	Green	Yellow +
Wright-Patterson AFB/ Aeronautical Systems Center (SPOs)	Green	Green	Green
Wright-Patterson AFB/ Armstrong Lab	Yellow	Green	Yellow +
Wright-Patterson AFB/ Wright Lab	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.5.E PRODUCT CENTERS and LABS - Location

Base / Facility Name	<i>Interconnectivity</i>	<i>Geographic and Climatological</i>	<i>Special Support Infrastructure</i>	<i>Proximity to Mission Related Orgs</i>	<i>Location</i>
	I.5.E.1	I.5.E.2	I.5.E.3	I.5.E.4	I.5.E
Brooks AFB/ Armstrong Lab	Yellow	Red	Red	Green	Yellow -
Brooks AFB/ Human Systems Center	Red	Red	Red	Green	Yellow -
Hanscom AFB/ Electronic Systems Center	Yellow	Red	Red	Green	Yellow -
Hanscom AFB/ Phillips Lab	Red	Red	Red	Green	Yellow -
Hanscom AFB/ Rome Lab	Red	Red	Red	Green	Yellow -
Kirtland AFB/ Phillips Lab	Red	Green	Red	Green	Yellow
Los Angeles AFB/ Space & Missile Center	Yellow	Red	Red	Green	Yellow -
Rome Lab	Red	Red	Red	Green	Yellow -
Wright-Patterson AFB/ Aeronautical Systems Center (Mod Ctr)	Green	Red	Red	Green	Yellow
Wright-Patterson AFB/ Aeronautical Systems Center (SPOs)	Green	Red	Red	Green	Yellow
Wright-Patterson AFB/ Armstrong Lab	Red	Red	Red	Green	Yellow -
Wright-Patterson AFB/ Wright Lab	Green	Red	Red	Green	Yellow

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II FACILITIES AVAILABILITY and CONDITION

*Mission Support
Facilities*

On Base Housing

*Airspace
Encroachment*

Air Quality

Overall

Base Name	II.1	II.2	II.3	II.4	II
Brooks AFB	Yellow +	Green -	No Grade	Green -	Green -
Hanscom AFB	Yellow +	Yellow +	No Grade	Yellow +	Yellow +
Kirtland AFB	Green -	Yellow -	Green -	Yellow +	Yellow +
Los Angeles AFB	Yellow	Green -	No Grade	Yellow -	Yellow
Rome Lab	Green -	Green	No Grade	Yellow +	Green -
Wright-Patterson AFB	Green -	Yellow +	Green	Yellow -	Yellow +

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II.1 Mission Support Facilities

	<i>Facilities Capacity</i>	<i>Facilities Condition Buildings</i>	<i>Facilities Condition Infrastructure</i>	<i>Unique Facilities</i>	<i>Utility Capacity</i>	<i>Facilities</i>
Base Name	II.1.A	II.2.B	II.2.C	II.2.D	II.2.E	II.2
Brooks AFB	Yellow	Yellow	Green -	Green	Green	Yellow +
Hanscom AFB	Yellow	Yellow	Yellow +	Green	Green	Yellow +
Kirtland AFB	Green	Yellow	Yellow	Green	Green	Green -
Los Angeles AFB	Yellow	Red +	Yellow	Green	Green	Yellow
Rome Lab	Yellow	Green	Green	Green	Green	Green -
Wright-Patterson AFB	Green	Yellow	Yellow -	Green	Green	Green -

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**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

II.2 ON BASE HOUSING

	<i>Housing Capacity</i>	<i>Housing Condition</i>	<i>On Base Housing</i>
Base Name	II.2.A	II.2.B	II.2
Brooks AFB	Yellow	Green	Green -
Hanscom AFB	Red	Green	Yellow +
Kirtland AFB	Green	Red	Yellow -
Los Angeles AFB	Yellow	Green	Green -
Rome Lab	Green	No Grade	Green
Wright-Patterson AFB	Green	Yellow	Yellow +

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II.3 AIRSPACE ENCROACHMENT

Base Name	<i>Existing Associated Airspace</i>	<i>Future Associated Airspace</i>	<i>Existing Local Flying Area</i>	<i>Future Local Flying Area</i>	<i>Existing Local Community</i>	<i>Future Local Community</i>	<i>ENCROACHMENT</i>
	II.3.A	II.3.B	II.3.C	II.3.D	II.3.E	II.3.F	II.3
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Green -	Green -	Green	Green	Green -	Green -	Green -
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Green	Green	Yellow	Yellow	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II.3.A EXISTING ASSOCIATED AIRSPACE

Base Name	<i>MOAs and Restricted Airspace</i>	<i>Bombing Ranges Drop Zones</i>	<i>Low Level Routes</i>	<i>Associated Airspace</i>
	II.3.A.1	II.3.A.2	II.3.A.3	II.3.A
Brooks AFB ,	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Yellow	Green	Green	Green -
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II.3.B FUTURE ASSOCIATED AIRSPACE

*MOAs and
Restricted Airspace*

*Bombing Ranges
Drop Zones*

*Low Level
Routes*

*Associated
Airspace*

Base Name	II.3.B.1	II.3.B.2	II.3.B.3	II.3.B
Brooks AFB	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Yellow	Green	Green	Green -
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II.3.E EXISTING LOCAL COMMUNITY ENCROACHMENT

	<i>Clear Zone</i>	<i>Accident Potential Zone I</i>	<i>Accident Potential Zone II</i>	<i>Noise Contour 65-70 Ldn</i>	<i>Noise Contour 70-75 Ldn</i>	<i>Noise Contour 75-80 Ldn</i>	<i>Noise Contour 80 Ldn and above</i>	<i>Existing Local</i>
Base Name	II.3.E.1	II.3.E.2	II.3.E.3	II.3.E.4	II.3.E.5	II.3.E.6	II.3.E.7	II.3.E
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Red	Yellow	Yellow	Green	Green	Green	Green	Green -
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Green	Green	Green -	Green	Green	Green	Green	Green

UNCLASSIFIED

**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

II.3.F FUTURE LOCAL COMMUNITY ENCROACHMENT

	<i>Clear Zone</i>	<i>Accident Potential Zone I</i>	<i>Accident Potential Zone II</i>	<i>Noise Contour 65-70 Ldn</i>	<i>Noise Contour 70-75 Ldn</i>	<i>Noise Contour 75-80 Ldn</i>	<i>Noise Contour 80 Ldn and above</i>	<i>Future Local</i>
Base Name	II.3.F.1	II.3.F.2	II.3.F.3	II.3.F.4	II.3.F.5	II.3.F.6	II.3.F.7	II.3.F
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Red	Yellow	Yellow	Green	Green	Green	Green	Green -
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Green	Green	Green -	Green	Green	Green	Green	Green

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**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

II.4 AIR QUALITY

*Attainment
Status*

Restrictions

Future Growth

Air Quality

Base Name	II.4.A	II.4.B	II.4.C	II.4
Brooks AFB	Green	Yellow	Green	Green -
Hanscom AFB	Red	Green	Yellow	Yellow +
Kirtland AFB	Yellow	Green	Yellow	Yellow +
Los Angeles AFB	Red	Red	Yellow	Yellow -
Rome Lab	Yellow	Green	Yellow	Yellow +
Wright-Patterson AFB	Yellow	Yellow	Red	Yellow -

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**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

	<i>Maximum on Ground Capacity</i>	<i>Wide Body Aircraft Operations</i>	<i>Fuel Hydrant System</i>	<i>Fuel Storage by Pipeline</i>	<i>Munitions (Cat 1.1) Capacity</i>	<i>Hot Cargo Pad</i>	<i>Geographic Location</i>	<i>Overall</i>
Base Name	III.1	III.2	III.3	III.4	III.5	III.6	III.7	III
Brooks AFB	Red	Red	Red	Red	Red	Red	Yellow +	Red +
Hanscom AFB	Red	Red	Red	Red	Red	Green	Yellow -	Red +
Kirtland AFB	Yellow	Green	Red	Red	Green	Green	Yellow -	Yellow
Los Angeles AFB	Red	Red	Red	Red	Red	Red	Green	Red +
Rome Lab	Red	Red	Red	Red	Red	Red	Yellow +	Red +
Wright-Patterson AFB	Green	Green	Green	Green	Red	Green	Yellow +	Green -

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**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

III.7 GEOGRAPHIC LOCATION

*Ground Force
Installation*

Rail Access

Port Facility

*Geographic
Location*

Base Name	III.7.A	III.7.B	III.7.C	III.7
Brooks AFB	Green	Green	Red	Yellow +
Hanscom AFB	Red	Green	Red	Yellow -
Kirtland AFB	Red	Green	Red	Yellow -
Los Angeles AFB	Green	Green	Green	Green
Rome Lab	Green	Green	Red	Yellow +
Wright-Patterson AFB	Green	Green	Red	Yellow +

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**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

IV/V Cost and Manpower Implications/Return on Investment

*One Time Costs
(Closing)*

*20 Year Net
Present Value*

*Steady State
Savings*

*Manpower
Savings*

*Return On
Investment*

Base Name	IV.1	IV.2			V
Brooks AFB	246	-78	28	438	10
Hanscom AFB	421	-158	50	744	9
Kirtland AFB	448	-469	81	1492	6
Los Angeles AFB	450	-142	50	325	10
Rome Lab	134	112	1	5	100+
Wright-Patterson AFB	1567	834	64	2029	49

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VI Economic Impact

Base Name	<i>Economic Area Employment (93)</i>	<i>Direct Job Loss (Current BRAC)</i>	<i>Indirect Job Loss (Current BRAC)</i>	<i>Previous Job Loss (Prior BRACs)</i>	<i>Total Job Loss (Current BRAC)</i>	<i>Percent Job Loss (Current BRAC)</i>	<i>Cumulative Loss (All BRACs)</i>	<i>Percent Job Loss (All BRACs)</i>
Brooks AFB	730,857	3,654	4,182	-59	7,836	1.1%	7,777	1.1%
Hanscom AFB	2,373,945	6,811	11,612	2,314	18,423	0.8%	20,737	0.9%
Kirtland AFB	327,209	10,915	10,518	-	21,433	6.6%	-	-
Los Angeles AFB	4,989,503	6,257	12,031	6,696	18,288	0.4%	24,984	0.5%
Rome Lab	154,638	1,641	1,633	7,070	3,274	2.1%	10,344	6.7%
Wright-Patterson AFB	536,415	22,233	27,702	-126	49,935	9.3%	49,809	9.3%

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VI Economic Impact - Community Statistics

<i>Economic Statistical Area</i>	<i>Population (1992 Census)</i>	<i>Per Capita Income (1991)</i>	<i>1984-1991 Average Income Increase</i>	
Base Name				
Brooks AFB	San Antonio, TX MSA	1,377,000	\$17,284	4.6%
Hanscom AFB	Middlesex-Norfolk-Plymouth-Suffolk-Essex Co, MA	3,763,000	\$25,911	5.9%
Kirtland AFB	Bernalillo County, NM	499,000	\$18,582	4.8%
Los Angeles AFB	Los Angeles - Long Beach, CA PMSA	9,053,000	\$21,434	4.1%
Rome Lab	Utica - Rome, NY MSA	318,000	\$16,870	5.1%
Wright-Patterson AFB	Dayton - Springfield, OH MSA	959,000	\$19,413	5.2%

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VI Economic Impact - Unemployment Statistics

		<i>Economic Statistical Area</i>	<i>Unemployment (10 Year Average)</i>	<i>Unemployment (3 Year Average)</i>	<i>Unemployment (1993)</i>
Base Name					
Brooks AFB	San Antonio, TX MSA		6.7%	6.2%	5.6%
Hanscom AFB	Middlesex-Norfolk-Plymouth-Suffolk-Essex Co, MA		4.9%	7.5%	6.3%
Kirtland AFB	Bernalillo County, NM		5.8%	5.5%	6.6%
Los Angeles AFB	Los Angeles - Long Beach, CA PMSA		7.0%	9.1%	9.7%
Rome Lab	Utica - Rome, NY MSA		6.3%	7.0%	6.4%
Wright-Patterson AFB	Dayton - Springfield, OH MSA		6.1%	5.9%	5.5%

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VII COMMUNITY

Base Name	<i>Off-Base Housing</i> VII.1	<i>Transportation</i> VII.2	<i>Off-Base Recreation</i> VII.3	<i>Shopping Mall</i> VII.4	<i>Metro Center</i> VII.5	<i>Local Area Crime Rate</i> VII.6	<i>Education</i> VII.7	<i>Employment Opportunities</i> VII.8	<i>Local Medical Care</i> VII.9	<i>Overall</i> VII
Brooks AFB	Yellow	Green -	Green	Green	Green	Yellow -	Green	Green	Yellow	Green -
Hanscom AFB	Yellow -	Yellow +	Green	Green	Green	Green -	Green	Yellow	Green	Green -
Kirtland AFB	Yellow	Green -	Green -	Green	Green	Red	Green	Green	Green	Green -
Los Angeles AFB	Red	Yellow +	Green	Yellow	Green	Yellow -	Green	Red	Green	Yellow
Rome Lab	Yellow -	Green -	Green	Yellow	Green	Green	Green	Yellow	Red	Yellow +
Wright-Patterson AFB	Green -	Green	Green	Green	Green	Yellow	Green	Yellow	Green	Green -

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**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

VII.1 OFF-BASE HOUSING

Affordable

Suitable

Off-Base Housing

Base Name	VII.1.A	VII.1.B	VII.1
Brooks AFB ,	Yellow	Yellow	Yellow
Hanscom AFB	Red	Yellow	Yellow -
Kirtland AFB	Yellow	Yellow	Yellow
Los Angeles AFB	Red	Red	Red
Rome Lab	Yellow	Red	Yellow -
Wright-Patterson AFB	Yellow	Green	Green -

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VII.2 TRANSPORTATION

Base Name	<i>Public Transportation</i>	<i>Municipal Airport Proximity</i>	<i>Municipal Airport Carriers</i>	<i>Commute Time to Work</i>	<i>Transportation</i>
	VII.2.A	VII.2.B	VII.2.C	VII.2.D	VII.2
Brooks AFB	Green	Green	Green	Yellow	Green -
Hanscom AFB	Green	Green	Green	Red	Yellow +
Kirtland AFB	Green	Green	Green	Yellow	Green -
Los Angeles AFB	Green	Green	Green	Red	Yellow +
Rome Lab	Green	Green	Red	Green	Green -
Wright-Patterson AFB	Green	Green	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VII.3 OFF-BASE RECREATION

Swimming Pool
Movie Theater
Public Golf Course
Bowling Lane
Boating
Fishing
Zoo

Base Name	VII.3.A	VII.3.B	VII.3.C	VII.3.D	VII.3.E	VII.3.F	VII.3.G
Brooks AFB	Green	Green	Green	Green	Green	Green	Green
Hanscom AFB	Green	Green	Green	Green	Green	Green	Green
Kirtland AFB	Green	Green	Green	Green	Red	Green	Green
Los Angeles AFB	Green	Green	Green	Green	Green	Green	Green
Rome Lab	Green	Green	Green	Green	Green	Green	Green
Wright-Patterson AFB	Green	Green	Green	Green	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VII.3 OFF-BASE RECREATION (Cont.)

Aquarium *Theme Park* *Professional Sports* *College Sports* *Camping Facilities* *Beaches* *Winter Sports* *Off-Base Recreation*

Base Name	VII.3.H	VII.3.I	VII.3.J	VII.3.K	VII.3.L	VII.3.M	VII.3.N	VII.3
Brooks AFB	Green	Green	Green	Green	Green	Green	Red	Green
Hanscom AFB	Green	Green	Green	Green	Green	Green	Green	Green
Kirtland AFB	Red	Green	Green	Green	Green	Green	Green	Green -
Los Angeles AFB	Yellow	Green	Green	Green	Green	Green	Green	Green
Rome Lab	Red	Green	Green	Green	Green	Green	Green	Green
Wright-Patterson AFB	Green	Green	Green	Green	Green	Green	Green	Green

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**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

VII.6 LOCAL AREA CRIME RATE

*Violent Crime
Rate* *Property Crime
Rate* *Local Area
Crime Rate*

Base Name	VII.6.A	VII.6.B	VII.6
Brooks AFB	Yellow	Red	Yellow -
Hanscom AFB	Yellow	Green	Green -
Kirtland AFB	Red	Red	Red
Los Angeles AFB	Red	Yellow	Yellow -
Rome Lab	Green	Green	Green
Wright-Patterson AFB	Yellow	Yellow	Yellow

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VII.7 EDUCATION

*Pupil Teacher
Ratio* *Four Year
Programs* *Honors Programs* *College
Attendance* *Off-base
Education* *Education*

Base Name	VII.7.A	VII.7.B	VII.7.C	VII.7.D	VII.7.E	VII.7
Brooks AFB	Green	Green	Green	Green	Green	Green
Hanscom AFB	Green	Green	Green	Green	Green	Green
Kirtland AFB	Green	Green	Green	Yellow	Green	Green
Los Angeles AFB	Yellow	Green	Green	Green	Green	Green
Rome Lab	Yellow	Green	Green	Green	Green	Green
Wright-Patterson AFB	Green	Green	Green	Yellow	Green	Green

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**INDUSTRIAL/TECHNICAL SUPPORT -
PRODUCT CENTERS and LABORATORIES Subcategory**

VII.7.E OFF-BASE EDUCATION

*Vocational /
Tech College*

*Undergraduate
College*

*Graduate
College*

*Off-Base
Education*

Base Name	VII.7.E.1	VII.7.E.2	VII.7.E.3	VII.7.E
Brooks AFB	Green	Green	Green	Green
Hanscom AFB	Green	Green	Green	Green
Kirtland AFB	Green	Green	Green	Green
Los Angeles AFB	Green	Green	Green	Green
Rome Lab	Green	Green	Green	Green
Wright-Patterson AFB	Green	Green	Green	Green

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VII.9 LOCAL MEDICAL CARE

Physicians

Hospital Beds

*Local Medical
Care*

Base Name	VII.9.A	VII.9.B	VII.9
Brooks AFB	Red	Green	Yellow
Hanscom AFB	Green	Green	Green
Kirtland AFB	Green	Green	Green
Los Angeles AFB	Green	Green	Green
Rome Lab	Red	Red	Red
Wright-Patterson AFB	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VIII ENVIRONMENTAL IMPACT

	<i>Water</i>	<i>Asbestos</i>	<i>Biological</i>	<i>Cultural</i>	<i>Installation Restor- ation Program</i>	<i>Overall</i>
Base Name	VIII.1	VIII.2	VIII.3	VIII.4	VIII.5	VIII
Brooks AFB	Red	Red	Yellow -	Yellow	Red	Red +
Hanscom AFB	Green	Yellow	Yellow -	Green	Red	Yellow +
Kirtland AFB	Green	Yellow	Green -	Yellow	Yellow	Green -
Los Angeles AFB	Green	Red	Green	Yellow	Yellow	Green -
Rome Lab	Green	Red	Yellow	Green	Red	Yellow +
Wright-Patterson AFB	Yellow	Red	Red	Yellow	Red	Yellow -

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VIII.3 BIOLOGICAL

Habitat
*Threatened and
Endangered Species*
Wetlands
Floodplains
Biological

Base Name	VIII.3.A	VIII.3.B	VIII.3.C	VIII.3.D	VIII.3
Brooks AFB	Green	Green	Red	Red	Yellow -
Hanscom AFB	Yellow	Green	Red	Yellow	Yellow -
Kirtland AFB	Red	Green	Green	Yellow	Green -
Los Angeles AFB	Yellow	Green	Green	Green	Green
Rome Lab	Yellow	Yellow	Yellow	Yellow	Yellow
Wright-Patterson AFB	Red	Red	Red	Red	Red

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

ANALYSIS RESULTS at TIERING (20 Oct)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

	<i>Flying Operations</i>	<i>Product Center/ Lab Evaluation</i>	<i>Facilities and Infrastructure</i>	<i>Contingency and Mobility</i>	<i>Costs and Manpower Implications</i>	<i>Return on Investment</i>	<i>Economic Impact</i>	<i>Community</i>	<i>Environmental Impact</i>
Base Name	I.1	I.5	II	III	IV	V	VI	VII	VIII
Brooks AFB	Red	Yellow	Green -	Red +	246/-78	10	7,723 (1.2%)	Green -	Red +
Hanscom AFB	Red	Green -	Yellow +	Red +	421/-158	9	18,769 (1.0%)*	Green -	Yellow +
Kirtland AFB	Yellow +	Green -	Yellow +	Yellow	448/-469	6	20,364 (8.0%)	Green -	Green -
Los Angeles AFB	Red	Yellow +	Yellow	Red +	450/-142	10	22,935 (0.6%)*	Yellow	Green -
Rome Lab	Red	Yellow +	Green -	Red +	134/ 112	100+	10,931 (8.2%)*	Yellow +	Yellow +
Wright-Patterson AFB	Yellow +	Green -	Yellow +	Green -	1,567/ 834	49	52,399 (11.9%)	Green -	Yellow -

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INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I

Hanscom AFB
Rome Lab
Wright-Patterson AFB

TIER II

Kirtland AFB
Los Angeles AFB

TIER III

Brooks AFB

1

2

3

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

OVERVIEW: The primary purpose of installations in this category is to conduct testing and evaluation of weapons systems, air vehicles, and associated components. requiring specialized and expensive facilities. Bases in the test facility subcategory are:

Eglin AFB, Florida

ATTRIBUTES: Important attributes of test facilities:

- Physical attributes of open air ranges
- Technical attributes of facilities, instrumentation, and unique equipment

SPECIAL ANALYSIS METHOD: Although the Test and Evaluation subcategory analysis reflected the same method for Criteria II - VIII as the overall Air Force process, a tailored Criterion I analysis was developed for this subcategory. This tailored approach was necessary because of the DoD establishment of a Test and Evaluation Joint Cross Service Group (JCSG-TE) to identify cross-service asset sharing opportunities. As chartered by OSD, the JCSGs were to develop guidelines, standards, assumptions, measures of merit, data elements and milestone schedules for DoD Component conduct of cross-service analyses of common support functions. In addition, the JCSGs were to develop closure or realignment alternatives and numerical excess capacity reduction targets.

As a result of this effort, and seeking to integrate the cross-service analysis into the Air Force process to the maximum extent possible, the Air Force collected data on behalf of and under the direction of the JCSG-TE relating to the functional capabilities and workload capacity of test and evaluation activities.

The Air Force BCEG appointed a special Base Closure Working Group Subgroup to develop a means of analyzing the Test and Evaluation functions. That Subgroup briefed the BCEG on its proposed analytical method, which basically followed the JCSG-TE methodology and used JCSG-TE data, received BCEG approval, and conducted the analysis in accordance with the method.

Criterion I for Test and Evaluation bases was split into two parts. The first part was a rolled up rating of the test and evaluation functional analysis. This rating was represented by a color and resulted from rolling up the color grades from each of three functional areas, Armaments/Weapons, Electronic Combat, and Air Vehicles. In rolling up these grades, the bases' primary mission (as determined by AF/TE) was weighted as 70 percent of the grade, with the other two areas given weights of 15 percent each.

The grades for each of the functional areas was determined using two major factors, Physical Value and Technical Value. The value of the Physical Value component was determined by summing weighted values of five measures of merit; Critical Air/Land/Sea Space, Topography, Climate, Encroachment, and Environment. (These last two measures of merit evaluate encroachment and environmental factors only as they impact test activities. They do not duplicate either the Criterion II or Criterion VIII subelements.) Individual scores were derived for each measure of merit, and the measure of merit score (not a color, but a grade between 1 and 100) was multiplied by the weight of the measure of merit.

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

The same process was conducted for the Technical Value factor, using six measures of merit; Digital Modeling & Simulation, Measurement Facilities, System Integration Lab, Hardware-In-The-Loop, Installed System Test Facility, and Open Air Ranges. Once a score was derived for the Physical Value and Technical Value factors (a score from 1 to 100), those scores were multiplied by the weights assigned to each factor, and summed. This process produced a single Functional Value for the base for each of the three functional areas. A color was applied to each of the Functional Value grades by applying the standard deviation grading method across all the Test and Evaluation bases. The color grades for each of the functional areas were then rolled up into an overall activity grade, reflecting the weighting given to the primary and secondary functions performed by that activity. This color grade constituted the color for the Test and Evaluation portion of Criterion I.

The second part of the Criterion I grade was an Operational capabilities analysis. The operational analysis measured how well a base could perform a small aircraft, bomber, tanker, and airlift mission. A grade for each mission capability was assigned, then those grades were rolled up with equal weighting for each mission. The overall Operational capabilities grade and the Test and Evaluation grade were then rolled up into an overall Criterion I color grade.

The Air Force was also tasked to provide a "military value" of test and evaluation activity bases to the Joint Group. Because the Air Force does not produce a value based solely on the first four criteria, it forwarded the initial tiering of the bases within their respective categories. The following values were forwarded to the Test and Evaluation Joint Group:

<u>Base</u>	<u>Initial Installation Tiering</u>
Arnold AFB	1
Edwards AFB	1
Eglin AFB	1
Hill AFB (UTTR)	1
Holloman AFB (test assets)	3
Tyndall AFB	2

The Air Force was also directed to provide an analysis of various alternatives provided by the Joint Group. The Air Force provided an analysis of these alternatives, comparing them with the Air Force analysis, performed a functional feasibility review, and participated in COBRA analyses accomplished by the losing Service. The Air Force did not consider in its process alternatives for which no analysis was provided. The Air Force, in an effort to address concerns over of Co-Chairmen over excess capacity in "core" activities, did conduct its own analysis in accordance with the JCSG-TE approved Analysis Plan. The results of this analysis were provided to the JCSG-TE. The following JCSG-TE alternatives were analyzed:

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

<u>Description of Alternative</u>	<u>COBRA Analysis</u> (One-time costs, NPV, ROI)	<u>Functional Assessment</u>
Air Vehicles: AQTD-Edwards AFB to Edwards AFB	Army to perform COBRA	AQTD is currently a tenant at Edwards AFB and utilizes Air Force test and test support facilities. No change is necessary.
Air Vehicles: ATTC-Ft Rucker to Edwards AFB	Army to perform COBRA	Capability and capacity match as well as adequate facilities exist at Edwards AFB. The Air Force is already hosting the similar Army capability at Edwards (AQTD).
Air Vehicles: NAWC-Indianapolis to Edwards AFB	No request from Navy for data	The Air Force has no equivalent organic T&E capability or requirement for such capability. There is no benefit to the Air Force or DoD from this cross-servicing.
Air Vehicles: NAWC-Indianapolis to Eglin AFB	No request from Navy for data	The Air Force has no equivalent organic T&E capability or requirement for such capability. There is no benefit to the Air Force or DoD from this cross-servicing.
Air Vehicles: Relocate 475 WEG Radar Test Facility (Tyndall AFB) to Edwards AFB	Not accomplished	The RTF primarily conducts OT&E. Insufficient gain unless base otherwise recommended for closure.
Arm/Weapons: NSWC-Crane to Eglin AFB	No request from Navy for data	Capability and capacity match exists for the Ordnance Test Area Facility and the Transient Velocity Windstream Apparatus Facility. The Air Force has no requirement for the Automated Infrared Test Facility.
Arm/Weapons: NSWC-Dahlgren to Eglin AFB	No request for data from Navy	Capacity and capability match exists at Eglin for the Explosive Experimental Area Facility and the Air Force is willing to accommodate the workload. The Air Force has no requirement for the Electromagnetic Vulnerability Assessment Facility.
Arm/Weapons: NSWC-Indian Head to Arnold AFB	No request for data from Navy	The Air Force has no requirement for the Environmental Test Facility and partial capability to cross-service the Navy for the Propulsion Component Test Facility. There is no benefit to the Air Force or DoD from this cross-servicing.
Arm/Weapons: RTTC-Redstone Arsenal to Eglin AFB	Army to perform COBRA	The Air Force has no requirement for the Induced Environmental Facility and Non-Destructive Test and Natural Environment Facility and partial capability for the

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INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

<u>Description of Alternative</u>	<u>COBRA Analysis</u> (One-time costs, NPV, ROI)	<u>Functional Assessment</u>
		Component Test Facility. Capability and capacity exists for the Small Missile Test Range and the Air Force is willing to accommodate the workload at AFDTC Eglin AFB.
Arm/Weapons: RTTC-Redstone Arsenal to Holloman AFB	Army to perform COBRA	AFDTC Holloman AFB is a partial capability match for the Component Test Facility and is not a capability match for the Small Missile Test Range. There is no benefit to the Air Force or DoD from this cross-servicing.
EC: AFDTC-Buffalo (REDCAP) to AFFTC (Edwards AFB)	\$1.7 M, (\$11.0 M), 1 yr	Edwards AFB provides an overall capability and capacity match. This would provide DoD with a bomber-sized combination HITL and ISTF and result in the greatest capability and cost savings for DoD.
EC: AFDTC-Buffalo (REDCAP) to NAWC (Pax River) or NAWC (Pt Mugu)	Pax: \$3.9 M, (\$7.3M), 4 yrs; Pt Mugu: \$4.8 M, \$2.7 M, 100+ yrs	A move to Pt Mugu is not cost effective. A move to Pax River does not provide either the cost savings or the large aircraft test capability that a move to Edwards accomplishes.
EC: AFDTC-Ft Worth (AFEWES) to AFFTC (Edwards AFB)	\$5.8 M, (\$5.8 M), 7 yrs	Edwards AFB provides an overall capability and capacity match. This would provide DoD with a bomber-sized combination HITL and ISTF and result in the greatest capability and cost savings for DoD.
EC: AFDTC-Ft Worth (AFEWES) to NAWC (Pax River) or NAWC (Pt Mugu)	Pax: \$6.1 M, (\$9M), 14 yrs; Pt Mugu: \$10.7 M, \$6.5 M, 100+ yrs	A move to Pt Mugu is not cost effective. A move to Pax River does not provide either the cost savings or the large aircraft test capability that a move to Edwards accomplishes.

The remaining criteria were determined in a manner consistent with the other categories of bases. All criteria were then reviewed prior to grouping by the BCEG by secret written ballot.

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INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

SUBCATEGORY DEPENDENT WEIGHTS: (See Appendix 2 for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness				II Facilities Availability and Condition			VII Community	
I.1 Flying Operations	30%			II.1 Facilities Base	25%		VII.1 Off-base Housing	14%
1.1.A Operations Evaluation		70%		II.2 Facilities Housing	10%		VII.2 Transportation	7%
1.1.A.1 Fighter Operations			25%	II.3 Encroachment (Airfield)	25%		VII.3 Off-base Recreation	7%
1.1.A.2 Bomber Operations			25%	II.3.A Existing Assoc Airsp		15%	VII.4 Shopping Mall	7%
1.1.A.3 Tanker Operations			25%	II.3.B Future Assoc Airsp		15%	VII.5 Metro Center	7%
1.1.A.4 Airlift Operations			25%	II.3.C Existing Local Area		5%	VII.6 Local Area Crime Rate	14%
1.1.B Associated Airspace		20%		II.3.D Future Local Area		5%	VII.7 Education	14%
1.1.C Airfield Evaluation		10%		II.3.E Existing Local Comm		35%	VII.8 Employment Opportunities	14%
1.1.D EXCLUDED		N/A		II.3.F Future Local Comm		25%	VII.9 Local Medical Care	14%
I.2 Thru I.6 EXCLUDED	N/A			II.4 Air Quality	40%		VII.10 thru VII.14 EXCLUDED	N/A
I.7 Test Facility Evaluation	70%			II.5 and II.6 EXCLUDED	N/A			

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INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

OVERALL

Overall Mission Requirements
Facilities and Infrastructure
Contingency and Mobility
Costs and Manpower Implications
Return on Investment
Economic Impact
Community
Environmental Impact

Base Name	I	II	III	IV	V	VI	VII	VIII
Eglin AFB	Green	Green -	Green -	1,805/ 427	21	22,086 (25.5%)	Green -	Yellow

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INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I MISSION REQUIREMENTS

Flying
Operations
Test Facility
Evaluation
Overall

Base Name	I.1	I.7	I
Eglin AFB	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1 MISSION REQUIREMENTS - FLYING

*Operational
Effectiveness*

*Associated
Airspace*

*Airfield
Capabilities*

*Flying
Mission*

Base Name	I.1.A	I.1.B	I.1.C	I.1
Eglin AFB	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A FLYING MISSION EFFECTIVENESS

Base Name	<i>Fighter Operational Effectiveness</i>	<i>Bomber Operational Effectiveness</i>	<i>Tanker Operational Effectiveness</i>	<i>Airlift Operational Effectiveness</i>	<i>Effectiveness</i>
	I.1.A.1	I.1.A.2	I.1.A.3	I.1.A.4	I.1.A
Eglin AFB	Green	Green	Green	Green -	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory
I.1.A.1 FIGHTER MISSION OPERATIONAL EFFECTIVENESS

Base Name	I.1.A.1.a	I.1.A.1.b	I.1.A.1.c	I.1.A.1.d	I.1.A.1
Eglin AFB	Green	Green -	Green	Green	Green

Geographic Location
Training Areas
Airspace/Training Area Growth
Composite Force Training
Fighter Effectiveness

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.1.a FIGHTER MISSION - GEOGRAPHIC LOCATION

	<i>Alternate Airfield</i>	<i>Divert Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Number of Runways</i>	<i>Geographic Location</i>
Base Name	I.1.A.1.a.1	I.1.A.1.a.2	I.1.A.1.a.3	I.1.A.1.a.4	I.1.A.1.a.5	I.1.A.1.a.6	I.1.A.1.a.7	I.1.A.1.a
Eglin AFB	Green	Green	Green	Green	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Military Operating Areas (MOAs) and Ranges)

*Supersonic Air
Combat MOAs*

*Other Air Combat
MOAs*

*Low Altitude
MOAs*

*Scorable Range
Complexes*

*Electronic Combat
Ranges*

Base Name	I.1.A.1.b.1	I.1.A.1.b.2	I.1.A.1.b.3	I.1.A.1.b.4	I.1.A.1.b.5
Eglin AFB	Green	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Cont.) (Tactical Employment, Ranges and Routes)

	<i>Tactical Aircraft Employment</i>	<i>Air Combat Maneuvering Instrumentation</i>	<i>Full Scale Weapons Drop Range</i>	<i>Visual Routes (VRs)/ Instrument Routes (IRs)</i>	<i>Training Areas</i>
Base Name	I.1.A.1.b.6	I.1.A.1.b.7	I.1.A.1.b.8	I.1.A.1.b.9	I.1.A.1.b
Eglin AFB	Red	Yellow	Green	Green	Green -

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.2 BOMBER MISSION OPERATIONAL EFFECTIVENESS

	<i>Geographic Location</i>	<i>Training Areas</i>	<i>Airspace/Training Area Growth</i>	<i>Bomber Effectiveness</i>
Base Name	I.1.A.2.a	I.1.A.2.b	I.1.A.2.c	I.1.A.2
Eglin AFB	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.2.a BOMBER MISSION - GEOGRAPHIC LOCATION

	<i>Alternate Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Number of Runways</i>	<i>Geographic Location</i>
Base Name	I.1.A.2.a.1	I.1.A.2.a.2	I.1.A.2.a.3	I.1.A.2.a.4	I.1.A.2.a.5	I.1.A.2.a.6	I.1.A.2.a
Eglin AFB	Green	Green	Green	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.2.b BOMBER MISSION - TRAINING AREAS

	<i>Low Altitude MOAs</i>	<i>Scorable Range Complexes</i>	<i>Tactical Training Range Complex</i>	<i>Electronic Combat Ranges</i>	<i>Full Scale Weapons Drop Range</i>	<i>Visual Routes (VRs)/ Instrument Routes (IRs)</i>	<i>Training Areas</i>
Base Name	I.1.A.2.b.1	I.1.A.2.b.2	I.1.A.2.b.3	I.1.A.2.b.4	I.1.A.2.b.5	I.1.A.2.b.6	I.1.A.2.b
Eglin AFB	Green	Green	Yellow	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.3 TANKER MISSION OPERATIONAL EFFECTIVENESS

	<i>Alternate Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Tanker Saturation</i>	<i>Refueling Events</i>	<i>Concentrated Receiver Area</i>	<i>Bomber Effectiveness</i>
Base Name	I.1.A.3.a	I.1.A.3.b	I.1.A.3.c	I.1.A.3.d	I.1.A.3.e	I.1.A.3.f	I.1.A.3.h	I.1.A.3.h	I.1.A.3
Eglin AFB	Green	Green	Green	Green	Green	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.4 AIRLIFT MISSION OPERATIONAL EFFECTIVENESS

Base Name	I.1.A.4.a	I.1.A.4.b	I.1.A.4
Eglin AFB	Yellow +	Green	Green -

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.4.a AIRLIFT MISSION - GEOGRAPHIC LOCATION

	<i>Alternate Airfield</i>	<i>Ceiling and Visibility</i>	<i>Freezing Precipitation</i>	<i>Crosswind Component</i>	<i>Air Traffic Control Delays</i>	<i>Mobility and Deployability</i>	<i>Geographic Location</i>
Base Name	I.1.A.4.a.1	I.1.A.4.a.2	I.1.A.4.a.3	I.1.A.4.a.4	I.1.A.4.a.5	I.1.A.4.a.6	I.1.A.4.a
Eglin AFB	Green	Green	Green	Green	Green	Yellow	Yellow +

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Personnel and Equipment Drop Zones, Landing Zones)

	<i>Personnel Drop Zones</i>	<i>Personnel DZ Associated IRs</i>	<i>Personnel DZ Associated Slow Routes (SRs)</i>	<i>Landing Zone</i>	<i>Equipment Drop Zones</i>	<i>Equipment DZ Associated IRs</i>	<i>Equipment DZ Associated SRs</i>
Base Name	I.1.A.4.b.1	I.1.A.4.b.2	I.1.A.4.b.3	I.1.A.4.b.4	I.1.A.4.b.5	I.1.A.4.b.6	I.1.A.4.b.7
Eglin AFB	Green	Green	Green	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Cont.) (Airdrop, Refueling)

	<i>Airdrop Employment</i>	<i>Full Scale Airdrop</i>	<i>Air Refueling Routes</i>	<i>Training Areas</i>
Base Name	I.1.A.4.b.8	I.1.A.4.b.9	I.1.A.4.b.10	I.1.A.4.b
Eglin AFB	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.B ASSOCIATED AIRSPACE

Base Name	<i>Existing Availability Encroachment</i>	<i>Future Availability Encroachment</i>	<i>Associated Airspace</i>
	I.1.B.1	I.1.B.2	I.1.B
Eglin AFB	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.B.1 EXISTING AVAILABILITY and ENCROACHMENT

Base Name	Military Operating Areas/Ranges		Military Training Routes		Existing Availability	
	I.1.B.1.a	Green	I.1.B.1.b	Green	I.1.B.1	Green
Eglin AFB		Green		Green		Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.B.2 FUTURE AVAILABILITY and ENCROACHMENT

Military Operating
Areas/Ranges

Military Training
Routes

Future
Availability

Base Name	I.1.B.2.a	I.1.B.2.b	I.1.B.2
Eglin AFB	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

Base Name	Fighter Mission	Bomber Mission	Tanker Mission	Airlift Mission	Airfield Capabilities
Eglin AFB	I.1.C.1 Green	I.1.C.2 Green	I.1.C.3 Green	II.C.4 Green	I.1.C Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7 MISSION REQUIREMENTS - TEST FACILITIES

	<i>Armament and Weapons</i>	<i>Electronic Combat</i>	<i>Air Vehicles</i>	<i>Test Facilities</i>
Base Name	I.7.A	I.7.B	I.7.C	I.7
Eglin AFB	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory**I.7.A Armament and Weapons***Physical
Value**Technical
Value**Armament
and Weapons*

Base Name	I.7.A.1	I.7.A.2	I.7.A
Eglin AFB	86.97	81.07	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.A.1 Armament and Weapons - Physical

	<i>Critical Sea & Air Space</i>	<i>Topographic</i>	<i>Climatic</i>	<i>Encroachment</i>	<i>Environment</i>	<i>Physical Value</i>
Base Name	I.7.A.1.a	I.7.A.1.b	I.7.A.1.c	I.7.A.1.d	I.7.A.1.e	I.7.A.1
Eglin AFB	88.37	58.00	99.04	88.14	100.00	86.97

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.A.2 Armament and Weapons - Technical

	<i>Digital Models and Simulations</i>	<i>Measurement Facilities</i>	<i>Integration Labs</i>	<i>Hardware- In-The-Loop</i>	<i>Installed Systems Test Facilities</i>	<i>Open Air Ranges</i>	<i>Technical Value</i>
Base Name	I.7.A.2.a	I.7.A.2.b	I.7.A.2.c	I.7.A.2.d	I.7.A.2.e	I.7.A.2.f	I.7.A.2
Eglin AFB	98.00	91.00	0.00	100.00	58.00	89.80	81.07

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.B Electronic Combat

*Physical
Value*

*Technical
Value*

*Electronic
Combat*

Base Name	I.7.B.1	I.7.B.2	I.7.B
Eglin AFB	79.46	82.15	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.B.1 Electronic Combat - Physical

*Critical Sea &
Air Space*

Topographic

Climatic

Encroachment

Environment

*Physical
Value*

Base Name	I.7.B.1.a	I.7.B.1.b	I.7.B.1.c	I.7.B.1.d	I.7.B.1.e	I.7.B.1
Eglin AFB	76.65	64.00	100.00	88.14	100.00	79.46

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.B.2 Electronic Combat - Technical

	<i>Digital Models and Simulations</i>	<i>Measurement Facilities</i>	<i>Integration Labs</i>	<i>Hardware- In-The-Loop</i>	<i>Installed Systems Test Facilities</i>	<i>Open Air Ranges</i>	<i>Technical Value</i>
Base Name	I.7.B.2.a	I.7.B.2.b	I.7.B.2.c	I.7.B.2.d	I.7.B.2.e	I.7.B.2.f	I.7.B.2
Eglin AFB	99.00	100.00	0.00	100.00	58.00	89.00	82.15

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.C Air Vehicles

Physical Value Technical Value Air Vehicles

Base Name	I.7.C.1	I.7.C.2	I.7.C
Eglin AFB	78.47	62.43	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.C.1 Air Vehicles - Physical

*Critical Sea &
Air Space*

Topographic

Climatic

Encroachment

Environment

*Physical
Value*

Base Name	I.7.C.1.a	I.7.C.1.b	I.7.C.1.c	I.7.C.1.d	I.7.C.1.e	I.7.C.1
Eglin AFB	76.27	58.00	98.80	88.14	100.00	78.47

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.C.2 Air Vehicles - Technical

	<i>Digital Models and Simulations</i>	<i>Measurement Facilities</i>	<i>Integration Labs</i>	<i>Hardware- In-The-Loop</i>	<i>Installed Systems Test Facilities</i>	<i>Open Air Ranges</i>	<i>Technical Value</i>
Base Name	I.7.C.2.a	I.7.C.2.b	I.7.C.2.c	I.7.C.2.d	I.7.C.2.e	I.7.C.2.f	I.7.C.2
Eglin AFB	0.00	100.00	0.00	100.00	0.00	81.08	62.43

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II FACILITIES AVAILABILITY and CONDITION

Mission Support Facilities		On Base Housing		Airspace Encroachment		Air Quality		Overall	
Base Name	II.1	II.2	II.3	II.4	II	Green -	Green -	Green -	Green -
Eglin AFB	Green	Yellow	Green -	Green	II	Green -	Green -	Green -	Green -

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.1 Mission Support Facilities

Base Name	Facilities Capacity		Facilities Condition Buildings		Facilities Condition Infrastructure		Unique Facilities		Utility Capacity		Facilities	
	II.1.A	II.1.B	II.1.C	II.1.D	II.1.E	II.1	II.1.A	II.1.B	II.1.C	II.1.D	II.1.E	II.1
Eglin AFB	Green	Green -	Green -	Green	Green	Green	Green	Green	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.2 ON BASE HOUSING

Base Name	Housing Capacity		Housing Condition		On Base Housing	
	II.2.A		II.2.B		II.2	
Eglin AFB	Yellow		Yellow		Yellow	

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.3 AIRSPACE ENCROACHMENT

	<i>Existing Associated Airspace</i>	<i>Future Associated Airspace</i>	<i>Existing Local Flying Area</i>	<i>Future Local Flying Area</i>	<i>Existing Local Community</i>	<i>Future Local Community</i>	<i>ENCROACHMENT</i>
Base Name	II.3.A	II.3.B	II.3.C	II.3.D	II.3.E	II.3.F	II.3
Eglin AFB	Green	Green	Green	Green	Yellow +	Yellow +	Green -

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.3.A EXISTING ASSOCIATED AIRSPACE

MOAs and
Restricted Airspace

Bombing Ranges
Drop Zones

Low Level
Routes

Associated
Airspace

Base Name	II.3.A.1	II.3.A.2	II.3.A.3	II.3.A
Eglin AFB	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.3.B FUTURE ASSOCIATED AIRSPACE

Base Name	<div>MOAs and Restricted Airspace</div> <div>Bombing Ranges Drop Zones</div> <div>Low Level Routes</div> <div>Associated Airspace</div>			
	II.3.B.1	II.3.B.2	II.3.B.3	II.3.B
Eglin AFB	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.3.E EXISTING LOCAL COMMUNITY ENCROACHMENT

	<i>Clear Zone</i>	<i>Accident Potential Zone I</i>	<i>Accident Potential Zone II</i>	<i>Noise Contour 65-70 Ldn</i>	<i>Noise Contour 70-75 Ldn</i>	<i>Noise Contour 75-80 Ldn</i>	<i>Noise Contour 80 Ldn and above</i>	<i>Existing Local</i>
Base Name	II.3.E.1	II.3.E.2	II.3.E.3	II.3.E.4	II.3.E.5	II.3.E.6	II.3.E.7	II.3.E
Eglin AFB	Green	Green -	Green -	Green	Green	Yellow	Yellow	Yellow +

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.6 FUTURE LOCAL COMMUNITY ENCROACHMENT

	<i>Clear Zone</i>	<i>Accident Potential Zone I</i>	<i>Accident Potential Zone II</i>	<i>Noise Contour 65-70 Ldn</i>	<i>Noise Contour 70-75 Ldn</i>	<i>Noise Contour 75-80 Ldn</i>	<i>Noise Contour 80 Ldn and above</i>	<i>Future Local</i>
Base Name	II.3.F.1	II.3.F.2	II.3.F.3	II.3.F.4	II.3.F.5	II.3.F.6	II.3.F.7	II.3.F
Eglin AFB	Green	Green -	Green -	Green	Yellow	Yellow	Yellow	Yellow +

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.4 AIR QUALITY

*Attainment
Status*

Restrictions

Future Growth

Air Quality

Base Name	II.4.A	II.4.B	II.4.C	II.4
Eglin AFB	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Base Name	III.1	III.2	III.3	III.4	III.5	III.6	III.7	III
Eglin AFB	Maximum on Ground Capacity	Wide Body Aircraft Operations	Fuel Hydrant System	Fuel Storage by Pipeline	Munitions (Cat I, J) Capacity	Hot Cargo Pad	Geographic Location	Overall
	Yellow	Green	Green	Red	Green	Green	Green	Green -

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

III.7 GEOGRAPHIC LOCATION

*Ground Force
Installation*

Rail Access

Port Facility

*Geographic
Location*

Base Name	III.7.A	III.7.B	III.7.C	III.7
Eglin AFB	Green	Green	Green	Green

UNCLASSIFIED

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

IV/V Cost and Manpower Implications/Return on Investment

Base Name	IV.1	IV.2	Steady State Savings	Manpower Savings	Return On Investment
Eglin AFB	1805	427	117	2138	21

UNCLASSIFIED

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VI Economic Impact

Base Name	<i>Economic Area Employment (93)</i>	<i>Direct Job Loss (Current BRAC)</i>	<i>Indirect Job Loss (Current BRAC)</i>	<i>Previous Job Loss (Prior BRACs)</i>	<i>Total Job Loss (Current BRAC)</i>	<i>Percent Job Loss (Current BRAC)</i>	<i>Cumulative Loss (All BRACs)</i>	<i>Percent Job Loss (All BRACs)</i>
Eglin AFB	86,772	13,778	8,308	-	22,086	25.5%	-	-

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Eglin AFB	Fort Walton Beach, FL MSA	153,000	\$17,656	5.7%

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VI Economic Impact - Unemployment Statistics

<i>Economic Statistical Area</i>		<i>Unemployment (10 Year Average)</i>	<i>Unemployment (3 Year Average)</i>	<i>Unemployment (1993)</i>
Base Name				
Eglin AFB	Fort Walton Beach, FL MSA	6.2%	6.5%	6.2%

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII COMMUNITY

	<i>Off-Base Housing</i>	<i>Transportation</i>	<i>Off-Base Recreation</i>	<i>Shopping Mall</i>	<i>Metro Center</i>	<i>Local Area Crime Rate</i>	<i>Education</i>	<i>Employment Opportunities</i>	<i>Local Medical Care</i>	<i>Overall</i>
Base Name	VII.1	VII.2	VII.3	VII.4	VII.5	VII.6	VII.7	VII.8	VII.9	VII
Eglin AFB	Yellow	Green -	Green -	Green	Green	Green	Green	Green	Green	Green -

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.1 OFF-BASE HOUSING

		Affordable		Suitable		Off-Base Housing	
Base Name		VII.1.A	VII.1.B	VII.1.B	VII.1	VII.1	
Eglin AFB		Yellow	Yellow	Yellow	Yellow	Yellow	

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.2 TRANSPORTATION

	<i>Public Transportation</i>	<i>Municipal Airport Proximity</i>	<i>Municipal Airport Carriers</i>	<i>Commute Time to Work</i>	<i>Transportation</i>
Base Name	VII.2.A	VII.2.B	VII.2.C	VII.2.D	VII.2
Eglin AFB	Red	Green	Green	Green	Green -

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.3 OFF-BASE RECREATION

Swimming Pool

Movie Theater

Public Golf Course

Bowling Lane

Boating

Fishing

Zoo

Base Name	VII.3.A	VII.3.B	VII.3.C	VII.3.D	VII.3.E	VII.3.F	VII.3.G
Eglin AFB	Green	Green	Green	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.3 OFF-BASE RECREATION (Cont.)

	<i>Aquarium</i>	<i>Theme Park</i>	<i>Professional Sports</i>	<i>College Sports</i>	<i>Camping Facilities</i>	<i>Beaches</i>	<i>Winter Sports</i>	<i>Off-Base Recreation</i>
Base Name	VII.3.H	VII.3.I	VII.3.J	VII.3.K	VII.3.L	VII.3.M	VII.3.N	VII.3
Eglin AFB	Green	Green	Red	Green	Green	Green	Red	Green -

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.6 LOCAL AREA CRIME RATE

*Violent Crime
Rate* *Property Crime
Rate* *Local Area
Crime Rate*

Base Name	VII.6.A	VII.6.B	VII.6
Eglin AFB	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.7 EDUCATION

*Pupil Teacher
Ratio*

*Four Year
Programs*

Honors Programs

*College
Attendance*

*Off-base
Education*

Education

Base Name	VII.7.A	VII.7.B	VII.7.C	VII.7.D	VII.7.E	VII.7
Eglin AFB	Yellow	Green	Green	Green	Green	Green

UNCLASSIFIED

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.7.E OFF-BASE EDUCATION

*Vocational /
Tech College*

*Undergraduate
College*

*Graduate
College*

*Off-Base
Education*

Base Name	VII.7.E.1	VII.7.E.2	VII.7.E.3	VII.7.E
Eglin AFB	Green	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory**VII.9 LOCAL MEDICAL CARE***Physicians**Hospital Beds**Local Medical
Care*

Base Name	VII.9.A	VII.9.B	VII.9
Eglin AFB	Green	Green	Green

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INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VIII ENVIRONMENTAL IMPACT

	<i>Water</i>	<i>Asbestos</i>	<i>Biological</i>	<i>Cultural</i>	<i>Installation Restor- ation Program</i>	<i>Overall</i>
Base Name	VIII.1	VIII.2	VIII.3	VIII.4	VIII.5	VIII
Eglin AFB	Green	Red	Red +	Red	Yellow	Yellow

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INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory**VIII.3 BIOLOGICAL**

	<i>Habitat</i>	<i>Threatened and Endangered Species</i>	<i>Wetlands</i>	<i>Floodplains</i>	<i>Biological</i>
Base Name	VIII.3.A	VIII.3.B	VIII.3.C	VIII.3.D	VIII.3
Eglin AFB	Red	Red	Red	Yellow	Red +

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INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

ANALYSIS RESULTS at TIERING (19 Oct)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

	<i>Overall Mission Requirements</i>	<i>Facilities and Infrastructure</i>	<i>Contingency and Mobility</i>	<i>Costs and Manpower Implications</i>	<i>Return on Investment</i>	<i>Economic Impact</i>	<i>Community</i>	<i>Environmental Impact</i>
Base Name	I	II	III	IV	V	VI	VII	VIII
Eglin AFB	Green	Green	Green -	1,805/ 427	21	23,341 (35.9%)	Green -	Yellow

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INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory**TIERING OF BASES**

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I

Eglin AFB



APPENDIX II
Flying Training

UNDERGRADUATE FLYING TRAINING

OVERVIEW: The Undergraduate Flying Training category consists of bases which provide an extensive, specialized ground and flight training for Air Force pilots and navigators. Bases in this category are:

Columbus AFB, Mississippi
Reese AFB, Texas

Laughlin AFB, Texas
Vance AFB, Oklahoma

Randolph AFB, Texas

ATTRIBUTES: Important attributes of undergraduate flying training bases:

- Adequate Flight Training Areas
- Adequate runways (Length and Number)
- Minimal weather-associated flight cancellations
- Ground Training Facilities

SPECIAL ANALYSIS METHOD: Although the Undergraduate Flying Training subcategory analysis reflected the same method for Criteria II - VIII as the overall Air Force process, a tailored Criterion I analysis was developed for this subcategory. This tailored approach was necessary because of the DoD establishment of an Undergraduate Pilot Training Joint Cross Service Group (JCSG-UPT) to take advantage of available cross-service asset sharing opportunities. As chartered by OSD, the JCSGs were to develop guidelines, standards, assumptions, measures of merit, data elements and milestone schedules for DoD Component conduct of cross-service analyses of common support functions. In addition, the JCSGs were to develop closure or realignment alternatives and numerical excess capacity reduction targets.

As a result of this effort, and seeking to integrate the cross-service analysis into the Air Force process to the maximum extent possible, the Air Force decided to forego evaluation of the Undergraduate Flying Training activities for Criterion I grading. In addition to the data collected via the Air Force Questionnaire, the Air Force collected data on behalf of and under the direction of the JCSG-UPT relating to the functional capabilities of Undergraduate Flying Training activities. The Air Force decided to use the analytical results of the JCSG-UPT to measure the relative ability of the Undergraduate Flying Training activities to accomplish these functions.

The JCSG-UPT provided its calculations of the functional value of the Undergraduate Flying Training bases to the Air Force by function. Each base evaluated by the JCSG-UPT was given a rating from 1 to 10 in up to fifteen functional areas (e.g., Flight Screening, Primary Pilot, Airlift/Tanker, Intermediate & Advanced Strike, Bomber/Fighter, and Helicopter). Bases were not rated for a function if they did not participate in that training, such as Helicopter training, or if they failed to meet certain core requirements, such as proximity to open water.

To incorporate the functional values into a product useful in the Air Force analysis system, the Air Force discarded some functions as inappropriate for an Air Force-only analysis. After discarding these functions, scores remained for Primary Pilot, Airlift/Tanker, Maritime/E2C2, Bomber/Fighter, Primary/Intermediate Navigator/NFO, Panel Navigation, and Flight Screening. In addition, two bases received grades for the WSO Strike function. The sum of the values for all functions were then divided by the number of applicable functions, providing an average value. These values were then assigned color grades using the standard deviation scoring method. This color grade served as the Criterion I grade for the analysis.

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UNDERGRADUATE FLYING TRAINING

The Air Force was also tasked to provide a "military value" of undergraduate pilot training bases to the Joint Group. Because the Air Force does not produce a value based solely on the first four criteria, it forwarded the initial tiering of the bases within their respective categories. The following values were forwarded to the Undergraduate Pilot Training Joint Group:

<u>Base</u>	<u>Installation Tiering</u>
Columbus AFB	1
Laughlin AFB	1
Randolph AFB	1
Sheppard AFB	1
Vance AFB	1
Reese AFB	3

The Air Force was also directed to provide an analysis of various alternatives provided by the Joint Group. The Air Force provided an analysis of the alternatives, comparing them with the Air Force analysis, performed a functional feasibility review, and participated in COBRA analyses accomplished by the losing Service. The following alternatives were analyzed:

<u>Description of Alternative</u>	<u>COBRA Analysis</u> (One-time costs, NPV, ROI)	<u>Functional Assessment</u>
Close Reese AFB	\$148M, -\$239M, 6 years	Savings, reasonable risk, flexibility
Close Reese AFB and Vance AFB	\$196M, -\$667M, 4 years	Unacceptable risk resulting from excessive reduction of capacity
Close Reese AFB and Vance AFB, some aircraft go to Kingsville	\$259M, -\$593, 5 years	Unacceptable risk resulting from excessive reduction of capacity

The remaining criteria were determined in a manner consistent with the other categories of bases. All criteria were then reviewed prior to grouping by the BCEG using secret written ballot.

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UNDERGRADUATE FLYING TRAINING

CATEGORY DEPENDENT WEIGHTS:

I Mission Effectiveness				II Facilities Availability and Condition			VII Community	
I.1 thru I.3 EXCLUDED	N/A			II.1 Facilities Base	25%		VII.1 Off-base Housing	14%
I.4 Flying Training				II.2 Facilities Housing	10%		VII.2 Transportation	7%
I.5 thru I.7 EXCLUDED	N/A			II.3 Encroachment (Airfield)	25%		VII.3 Off-base Recreation	7%
				II.3.A Existing Assoc Airsp		15%	VII.4 Shopping Mall	7%
				II.3.B Future Assoc Airsp		15%	VII.5 Metro Center	7%
				II.3.C Existing Local Area		5%	VII.6 Local Area Crime Rate	14%
				II.3.D Future Local Area		5%	VII.7 Education	14%
				II.3.E Existing Local Comm		35%	VII.8 Employment Opportunities	14%
				II.3.F Future Local Comm		25%	VII.9 Local Medical Care	14%
				II.4 Air Quality	40%		VII.10 thru VII.14 EXCLUDED	N/A
				II.5 and II.6 EXCLUDED	N/A			

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UNDERGRADUATE FLYING TRAINING OVERALL

Flying Training Mission *Facilities and Infrastructure* *Contingency and Mobility* *Costs and Manpower Implications* *Return on Investment* *Economic Impact* *Community* *Environmental Impact*

Base Name	I.4	II	III	IV	V	VI	VII	VIII
Columbus AFB	Green	Green	Yellow	17/-333	1	2,661 (5.4%)	Yellow +	Yellow
Laughlin AFB	Yellow +	Green -	Yellow -	25/-275	2	3,368 (20.9%)	Yellow	Yellow +
Randolph AFB	Green -	Green -	Yellow	204/-59	13	13,863 (1.9%)*	Green -	Yellow -
Reese AFB	Red	Green -	Yellow -	15/-259	1	2,702 (2.0%)	Green -	Yellow
Vance AFB	Green	Green -	Yellow -	14/-254	1	3,028 (9.4%)	Green -	Yellow +

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UNDERGRADUATE FLYING TRAINING

I.4 FLYING TRAINING MISSION

Base Name	I.4.A	I.4.B	I.4.C	I.4.D	I.4.E	I.4.F	I.4.G	I.4.H	Average Score	Overall
Columbus AFB	6.8	6.3	6.7	6.4	6.9	6.6	7.6	6.6	6.74	Green
Laughlin AFB	7.0	5.8	6.5	5.5	7.1		6.8	6.8	6.50	Yellow +
Randolph AFB	6.7	6.5	6.4	6.8	7.1	6.1	6.9	5.7	6.53	Green -
Reese AFB	6.0	5.9	5.9	5.6	6.2		7.2	6.2	6.14	Red
Vance AFB	6.8	6.7	6.7	5.5	6.8		7.5	6.6	6.67	Green

Primary

Air-lift
TankerMaritime
E2/C2Bomber
FighterPrimary/Int
Nav/NFO

WSO Strike

Panel
NavigatorFlight
ScreenAverage
Score

Overall

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UNDERGRADUATE FLYING TRAINING

II FACILITIES AVAILABILITY and CONDITION

Base Name	<i>Mission Support Facilities</i>	<i>On Base Housing</i>	<i>Airspace Encroachment</i>	<i>Air Quality</i>	<i>Overall</i>
	II.1	II.2	II.3	II.4	II
Columbus AFB	Green -	Yellow +	Green	Green	Green
Laughlin AFB	Yellow +	Green -	Green	Green	Green -
Randolph AFB	Yellow +	Red	Green -	Green	Green -
Reese AFB	Yellow	Green	Green	Green	Green -
Vance AFB	Yellow -	Green	Green	Green	Green -

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UNDERGRADUATE FLYING TRAINING

II.1 Mission Support Facilities

	<i>Facilities Capacity</i>	<i>Facilities Condition Buildings</i>	<i>Facilities Condition Infrastructure</i>	<i>Unique Facilities</i>	<i>Utility Capacity</i>	<i>Facilities</i>
Base Name	II.1.A	II.1.B	II.1.C	II.1.D	II.1.E	II.1
Columbus AFB	Green	Yellow +	Green	Red	Green	Green -
Laughlin AFB	Green	Yellow -	Yellow -	Red	Green	Yellow +
Randolph AFB	Green	Green -	Red +	Red	Green	Yellow +
Reese AFB	Yellow	Yellow +	Yellow	Red	Green	Yellow
Vance AFB	Red	Yellow +	Yellow	Red	Green	Yellow -

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UNDERGRADUATE FLYING TRAINING

II.2 ON BASE HOUSING

Base Name	<i>Housing Capacity</i>	<i>Housing Condition</i>	<i>On Base Housing</i>
	II.2.A	II.2.B	II.2
Columbus AFB	Green	Yellow	Yellow +
Laughlin AFB	Yellow	Green	Green -
Randolph AFB	Red	Red	Red
Reese AFB	Green	Green	Green
Vance AFB	Green	Green	Green

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UNDERGRADUATE FLYING TRAINING

II.3 AIRSPACE ENCROACHMENT

Base Name	<i>Existing Associated Airspace</i>	<i>Future Associated Airspace</i>	<i>Existing Local Flying Area</i>	<i>Future Local Flying Area</i>	<i>Existing Local Community</i>	<i>Future Local Community</i>	<i>ENCROACHMENT</i>
	II.3.A	II.3.B	II.3.C	II.3.D	II.3.E	II.3.F	II.3
Columbus AFB	Green	Green	Yellow	Yellow	Green	Green	Green
Laughlin AFB	Green	Green	Green	Green	Green	Green	Green
Randolph AFB	Green	Green	Green	Green	Yellow +	Yellow	Green -
Reese AFB	Green	Green	Green	Green	Green	Green	Green
Vance AFB	Green	Green	Green	Green	Green	Green	Green

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UNDERGRADUATE FLYING TRAINING

II.3.A EXISTING ASSOCIATED AIRSPACE

*MOAs and
Restricted Airspace*

*Low Level
Routes*

*Associated
Airspace*

Base Name	II.3.A.1	II.3.A.3	II.3.A
Columbus AFB	Green	Green	Green
Laughlin AFB	Green	Green	Green
Randolph AFB	Green	Green	Green
Reese AFB	Green	Green	Green
Vance AFB	Green	Green	Green

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UNDERGRADUATE FLYING TRAINING

II.3.B FUTURE ASSOCIATED AIRSPACE

*MOAs and
Restricted Airspace*

*Low Level
Routes*

*Associated
Airspace*

Base Name	II.3.B.1	II.3.B.3	II.3.B
Columbus AFB	Green	Green	Green
Laughlin AFB	Green	Green	Green
Randolph AFB	Green	Green	Green
Reese AFB	Green	Green	Green
Vance AFB	Green	Green	Green

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UNDERGRADUATE FLYING TRAINING

II.3.E EXISTING LOCAL COMMUNITY ENCROACHMENT

	<i>Clear Zone</i>	<i>Accident Potential Zone I</i>	<i>Accident Potential Zone II</i>	<i>Noise Contour 65-70 Ldn</i>	<i>Noise Contour 70-75 Ldn</i>	<i>Noise Contour 75-80 Ldn</i>	<i>Noise Contour 80 Ldn and above</i>	<i>Existing Local</i>
Base Name	II.3.E.1	II.3.E.2	II.3.E.3	II.3.E.4	II.3.E.5	II.3.E.6	II.3.E.7	II.3.E
Columbus AFB	Green	Green	Green	Green	Green	Green	Green	Green
Laughlin AFB	Green	Green	Green	Green	Green	Green	Green	Green
Randolph AFB	Green	Yellow	Green -	Yellow	Red	Yellow	Green	Yellow +
Reese AFB	Green	Green	Green -	Green	Green	Green	Green	Green
Vance AFB	Green	Green	Yellow	Green	Green	Green	Green	Green

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UNDERGRADUATE FLYING TRAINING

II.3.F FUTURE LOCAL COMMUNITY ENCROACHMENT

	<i>Clear Zone</i>	<i>Accident Potential Zone I</i>	<i>Accident Potential Zone II</i>	<i>Noise Contour 65-70 Ldn</i>	<i>Noise Contour 70-75 Ldn</i>	<i>Noise Contour 75-80 Ldn</i>	<i>Noise Contour 80 Ldn and above</i>	<i>Future Local</i>
Base Name	II.3.F.1	II.3.F.2	II.3.F.3	II.3.F.4	II.3.F.5	II.3.F.6	II.3.F.7	II.3.F
Columbus AFB	Green	Green	Green	Green	Green	Green	Green	Green
Laughlin AFB	Green	Green	Green	Green	Green	Green	Green	Green
Randolph AFB	Green	Yellow	Yellow	Red	Red	Red	Green	Yellow
Reese AFB	Green	Green	Green -	Green	Green	Green	Green	Green
Vance AFB	Green	Green	Yellow	Green	Green	Green	Green	Green

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UNDERGRADUATE FLYING TRAINING

II.4 AIR QUALITY

*Attainment
Status*

Restrictions

Future Growth

Air Quality

Base Name	II.4.A	II.4.B	II.4.C	II.4
Columbus AFB	Green	Green	Green	Green
Laughlin AFB	Green	Green	Green	Green
Randolph AFB	Green	Green	Green	Green
Reese AFB	Green	Green	Green	Green
Vance AFB	Green	Green	Green	Green

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UNDERGRADUATE FLYING TRAINING

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Base Name	<i>Maximum on Ground Capacity</i>	<i>Wide Body Aircraft Operations</i>	<i>Fuel Hydrant System</i>	<i>Fuel Storage by Pipeline</i>	<i>Munitions (Cat 1.1) Capacity</i>	<i>Hot Cargo Pad</i>	<i>Geographic Location</i>	<i>Overall</i>
	III.1	III.2	III.3	III.4	III.5	III.6	III.7	III
Columbus AFB	Red	Green	Green	Red	Yellow	Green	Yellow +	Yellow
Laughlin AFB	Red	Green	Red	Red	Red	Green	Yellow +	Yellow -
Randolph AFB	Yellow	Green	Red	Red	Yellow	Red	Yellow +	Yellow
Reese AFB	Red	Green	Red	Red	Red	Green	Yellow -	Yellow -
Vance AFB	Red	Green	Red	Red	Red	Red	Yellow +	Yellow -

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UNDERGRADUATE FLYING TRAINING

III.7 GEOGRAPHIC LOCATION

*Ground Force
Installation*

Rail Access

Port Facility

*Geographic
Location*

Base Name	III.7.A	III.7.B	III.7.C	III.7
Columbus AFB	Green	Green	Red	Yellow +
Laughlin AFB	Green	Green	Red	Yellow +
Randolph AFB	Green	Green	Red	Yellow +
Reese AFB	Red	Green	Red	Yellow -
Vance AFB	Green	Green	Red	Yellow +

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UNDERGRADUATE FLYING TRAINING

IV/V Cost and Manpower Implications/Return on Investment

*One Time Costs
(Closing)*
*20 Year Net
Present Value*
*Steady State
Savings*
*Manpower
Savings*
*Return On
Investment*

Base Name	IV.1	IV.2			V
Columbus AFB	17	-333	26	284	1
Laughlin AFB	25	-275	22	383	2
Randolph AFB	204	-59	19	844	13
Reese AFB	15	-259	20	183	1
Vance AFB	14	-254	20	89	1

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UNDERGRADUATE FLYING TRAINING

VI Economic Impact

Base Name	<i>Economic Area Employment (93)</i>	<i>Direct Job Loss (Current BRAC)</i>	<i>Indirect Job Loss (Current BRAC)</i>	<i>Previous Job Loss (Prior BRACs)</i>	<i>Total Job Loss (Current BRAC)</i>	<i>Percent Job Loss (Current BRAC)</i>	<i>Cumulative Loss (All BRACs)</i>	<i>Percent Job Loss (All BRACs)</i>
Columbus AFB	48,953	1,968	693	-	2,661	5.4%	-	-
Laughlin AFB	16,109	2,459	909	-	3,368	20.9%	-	-
Randolph AFB	730,857	8,915	5,077	-129	13,992	1.9%	13,863	1.9%
Reese AFB	132,010	1,943	759	-	2,702	2.0%	-	-
Vance AFB	32,341	2,203	825	-	3,028	9.4%	-	-

UNCLASSIFIED

UNDERGRADUATE FLYING TRAINING

VI Economic Impact - Community Statistics

<i>Economic Statistical Area</i>	<i>Population (1992 Census)</i>	<i>Per Capita Income (1991)</i>	<i>1984-1991 Average Income Increase</i>	
Base Name				
Columbus AFB	Lowdes-Monroe Counties, MS MSA	96,000	\$14,076	5.4%
Laughlin AFB	Val Verde County, TX	40,000	\$11,167	5.1%
Randolph AFB	San Antonio, TX MSA	1,377,000	\$17,284	4.6%
Reese AFB	Lubbock, TX MSA	224,000	\$17,185	4.9%
Vance AFB	Enid, OK MSA	56,000	\$17,398	3.7%

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UNDERGRADUATE FLYING TRAINING

VI Economic Impact - Unemployment Statistics

Economic
Statistical
Area

Unemployment
(10 Year Average)

Unemployment
(3 Year Average)

Unemployment
(1993)

Base Name				
Columbus AFB	Lowdes-Monroe Counties, MS MSA	8.1%	7.7%	6.0%
Laughlin AFB	Val Verde County, TX	14.2%	11.8%	10.7%
Randolph AFB	San Antonio, TX MSA	6.7%	6.2%	5.6%
Reese AFB	Lubbock, TX MSA	5.7%	5.8%	5.2%
Vance AFB	Enid, OK MSA	5.6%	4.4%	4.1%

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UNDERGRADUATE FLYING TRAINING

VII COMMUNITY

	<i>Off-Base Housing</i>	<i>Transportation</i>	<i>Off-Base Recreation</i>	<i>Shopping Mall</i>	<i>Metro Center</i>	<i>Local Area Crime Rate</i>	<i>Education</i>	<i>Employment Opportunities</i>	<i>Local Medical Care</i>	<i>Overall</i>
Base Name	VII.1	VII.2	VII.3	VII.4	VII.5	VII.6	VII.7	VII.8	VII.9	VII
Columbus AFB	Green	Green -	Yellow +	Green	Red	Green -	Green -	Yellow	Red	Yellow +
Laughlin AFB	Green -	Green -	Yellow	Green	Red	Yellow -	Green -	Yellow	Red	Yellow
Randolph AFB	Yellow	Green	Green -	Green	Green	Yellow -	Green	Green	Yellow	Green -
Reese AFB	Yellow	Green -	Yellow +	Green	Green	Yellow -	Green -	Green	Green	Green -
Vance AFB	Green	Green -	Yellow +	Green	Yellow	Yellow -	Green	Green	Yellow	Green -

UNCLASSIFIED

UNDERGRADUATE FLYING TRAINING

VII.1 OFF-BASE HOUSING

Affordable

Suitable

Off-Base Housing

Base Name	VII.1.A	VII.1.B	VII.1
Columbus AFB	Green	Green	Green
Laughlin AFB	Green	Yellow	Green -
Randolph AFB	Yellow	Yellow	Yellow
Reese AFB	Yellow	Yellow	Yellow
Vance AFB	Green	Green	Green

UNCLASSIFIED

UNDERGRADUATE FLYING TRAINING

VII.2 TRANSPORTATION

Base Name	<i>Public Transportation</i>	<i>Municipal Airport Proximity</i>	<i>Municipal Airport Carriers</i>	<i>Commute Time to Work</i>	<i>Transportation</i>
	VII.2.A	VII.2.B	VII.2.C	VII.2.D	VII.2
Columbus AFB	Red	Green	Green	Green	Green -
Laughlin AFB	Green	Red	Green	Green	Green -
Randolph AFB	Green	Green	Green	Green	Green
Reese AFB	Red	Green	Green	Green	Green -
Vance AFB	Green	Green	Red	Green	Green -

UNCLASSIFIED

UNDERGRADUATE FLYING TRAINING

VII.3 OFF-BASE RECREATION

Swimming Pool

Movie Theater

Public Golf Course

Bowling Lane

Boating

Fishing

Zoo

Base Name	VII.3.A	VII.3.B	VII.3.C	VII.3.D	VII.3.E	VII.3.F	VII.3.G
Columbus AFB	Yellow	Green	Yellow	Green	Green	Green	Yellow
Laughlin AFB	Green	Green	Green	Green	Green	Green	Red
Randolph AFB	Green	Green	Yellow	Green	Green	Green	Green
Reese AFB	Green	Green	Green	Green	Yellow	Yellow	Yellow
Vance AFB	Green	Green	Green	Green	Yellow	Green	Yellow

UNCLASSIFIED

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UNDERGRADUATE FLYING TRAINING

VII.3 OFF-BASE RECREATION (Cont.)

Base Name	VII.3.H	VII.3.I	VII.3.J	VII.3.K	VII.3.L	VII.3.M	VII.3.N	VII.3
Columbus AFB	Red	Red	Red	Green	Green	Green	Red	Yellow +
Laughlin AFB	Red	Green	Red	Red	Green	Red	Red	Yellow
Randolph AFB	Green	Green	Green	Green	Green	Green	Red	Green -
Reese AFB	Red	Green	Red	Green	Green	Green	Red	Yellow +
Vance AFB	Yellow	Yellow	Red	Green	Green	Green	Red	Yellow +

Aquarium
Theme Park
Professional Sports
College Sports
Camping Facilities
Beaches
Winter Sports
Off-Base Recreation

UNCLASSIFIED

UNCLASSIFIED

UNDERGRADUATE FLYING TRAINING

VII.6 LOCAL AREA CRIME RATE

*Violent Crime
Rate*

*Property Crime
Rate*

*Local Area
Crime Rate*

Base Name	VII.6.A	VII.6.B	VII.6
Columbus AFB	Green	Yellow	Green -
Laughlin AFB	Yellow	Red	Yellow -
Randolph AFB	Yellow	Red	Yellow -
Reese AFB	Yellow	Red	Yellow -
Vance AFB	Yellow	Red	Yellow -

UNCLASSIFIED

UNDERGRADUATE FLYING TRAINING

VII.7 EDUCATION

*Pupil Teacher
Ratio*

*Four Year
Programs*

Honors Programs

*College
Attendance*

*Off-base
Education*

Education

Base Name	VII.7.A	VII.7.B	VII.7.C	VII.7.D	VII.7.E	VII.7
Columbus AFB	Yellow	Green	Green	Yellow	Green -	Green -
Laughlin AFB	Yellow	Green	Green	Yellow	Green	Green -
Randolph AFB	Green	Green	Green	Yellow	Green	Green
Reese AFB	Red	Green	Green	Green	Green	Green -
Vance AFB	Green	Green	Green	Yellow	Green	Green

UNCLASSIFIED

UNDERGRADUATE FLYING TRAINING

VII.7.E OFF-BASE EDUCATION

*Vocational /
Tech College*

*Undergraduate
College*

*Graduate
College*

*Off-Base
Education*

Base Name	VII.7.E.1	VII.7.E.2	VII.7.E.3	VII.7.E
Columbus AFB	Green	Green	Red	Green -
Laughlin AFB	Green	Green	Green	Green
Randolph AFB	Green	Green	Green	Green
Reese AFB	Green	Green	Green	Green
Vance AFB	Green	Green	Green	Green

UNCLASSIFIED

UNCLASSIFIED

UNDERGRADUATE FLYING TRAINING

VII.9 LOCAL MEDICAL CARE

Physicians

Hospital Beds

*Local Medical
Care*

Base Name	VII.9.A	VII.9.B	VII.9
Columbus AFB	Red	Red	Red
Laughlin AFB	Red	Red	Red
Randolph AFB	Red	Green	Yellow
Reese AFB	Green	Green	Green
Vance AFB	Red	Green	Yellow

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VIII ENVIRONMENTAL IMPACT

	<i>Water</i>	<i>Asbestos</i>	<i>Biological</i>	<i>Cultural</i>	<i>Installation Restoration Program</i>	<i>Overall</i>
Base Name	VIII.1	VIII.2	VIII.3	VIII.4	VIII.5	VIII
Columbus AFB	Yellow	Red	Yellow	Green	Yellow	Yellow
Laughlin AFB	Green	Red	Yellow	Yellow	Yellow	Yellow +
Randolph AFB	Red	Red	Green	Yellow	Red	Yellow -
Reese AFB	Yellow	Green	Yellow -	Green	Red	Yellow
Vance AFB	Green	Red	Yellow +	Yellow	Yellow	Yellow +

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VIII.3 BIOLOGICAL

Habitat

*Threatened and
Endangered Species*

Wetlands

Floodplains

Biological

Base Name	VIII.3.A	VIII.3.B	VIII.3.C	VIII.3.D	VIII.3
Columbus AFB	Green	Yellow	Yellow	Yellow	Yellow
Laughlin AFB	Green	Yellow	Yellow	Yellow	Yellow
Randolph AFB	Green	Green	Green	Green	Green
Reese AFB	Green	Green	Red	Red	Yellow -
Vance AFB	Yellow	Green	Yellow	Green	Yellow +

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UNDERGRADUATE FLYING TRAINING ANALYSIS RESULTS at TIERING (18 Oct)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

	<i>Mission (Flying) Requirements</i>	<i>Facilities and Infrastructure</i>	<i>Contingency and Mobility</i>	<i>Costs and Manpower Implications</i>	<i>Return on Investment</i>	<i>Economic Impact</i>	<i>Community</i>	<i>Environmental Impact</i>
Base Name	I.1	II	III	IV	V	VI	VII	VIII
Columbus AFB	Green	Green	Yellow	17/-333	1	3,423 (8.4%)	Yellow +	Yellow
Laughlin AFB	Yellow +	Green -	Yellow -	25/-275	2	4,115 (27.1%)	Yellow	Yellow +
Randolph AFB	Green -	Green -	Yellow	204/-59	13	12,579 (2.0%)	Green -	Yellow -
Reese AFB	Red	Green -	Yellow -	15/-259	1	3,446 (3.1%)	Green -	Yellow
Vance AFB	Green	Green -	Yellow -	14/-254	1	3,040 (11.6%)	Green -	Yellow +

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TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I

Columbus AFB

Laughlin AFB

Randolph AFB

Vance AFB

TIER III

Reese AFB

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CLASSIFIED APPENDIX

This appendix is classified and is published separately.

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Appendix 13**Glossary Of Terms**

AAFES --- Army Air Force Exchange Service
ABV --- Above
AC --- Active Component
ACAT --- Aquisition Category
ACBT --- Air Combat Training
ACM --- Asbestos Containing Materials
ACMI --- Air Combat Maneuvering Instrumentation
ACT --- Air Combat Tactics
AEROMED --- Aero Medical
AFB --- Air Force Base
AFRES --- Air Force Reserve
ANG --- Air National Guard
ANGB --- Air National Guard Base
ANGS --- Air National Guard Station
APU --- Auxiliary Power Unit
APZ --- Accident Potential Zone
AR --- Air Refueling
ARB --- Air Reserve Base
ARC --- Air Reserve Component
ARIP --- Air Refueling Initial Point
ARCP --- Air Refueling Contact Point
ARS --- Air Reserve Station
ASSOC AIRSP --- Associated Airspace
ATC --- Air Traffic Control
AVAIL --- Available
AVG --- Average
BCEG --- Base Closure Executive Group
BLDGS --- Buildings
CAP --- Capacity
CAT --- Category
CE --- Civil Engineering
CO --- Carbon Monoxide
COBRA --- Cost of Base Realignment Actions
COMM --- Community or Communication
COND--Condition
CONT & MOB --- Contingency and Mobilization
CONV --- Conventional
CPU --- Computer Power Unit
CRIT --- Criteria
CZ --- Clear Zone

Db --- Decibels
DOD --- Department of Defense
DM --- depot maintenance
DZ --- Drop Zone
EAE --- Existing Airspace Encroachment
EC --- Electronic Combat
ECE --- Existing Community Encroachment
ENVIRONS AIRSPACE --- Airspace Encroachment
EQUIP --- Equipment
FAC --- Facilities
FAE --- Future Airspace Encroachment
FCE --- Future Community Encroachment
GEO --- Geographic
GSU --- Geographically Separated Unit
ICP --- Inventory Control Point
INFRA --- Infrastructure
IRP --- Installation Restoration Program
JCSG --- Joint Cross Service Group
Kts --- Knots
Ldn --- Noise Level day/night
LOWAT --- Low Altitude
LVL --- Level
LZ --- Landing Zone
Mbps --- Megabytes per second
MFH --- Military Family Housing
MILCON --- Military Construction
MOA --- Military Operating Area
MOG --- Maximum on Ground
MSA --- Metropolitan Statistical Area
MSN --- Mission
MTR --- Military Training Route
MULT --- Multiple
N/A --- Not Applicable
NAF --- Non Appropriated Funds
NAV --- Navigator
NEW --- Net Explosive Weight
NFO --- Naval Flight Officer
NM --- Nautical Miles
NOX --- Nitros Oxide
NPV --- Net Present Value
NZ --- Noise Zone
O3 --- Ozone
OMB --- Office of Management and Budget
OPS --- Operations

OVRL --- Overall
PCN --- Pavement Classification Number
PER --- Personnel
PLT --- Pilot
PM --- Particulate Matter
PMSA --- Partial Metropolitan Statistical Area
POL --- Petro, Oils and Lubricants
POP --- Population
RA --- Restricted Area
RC --- Reserve Component
RCVR --- Receiver
RG --- Range
ROI --- Return on Investment
SAT --- Surface Attack Tactics
SR --- Slow Route
START --- Strategic Arms Reduction Treaty
STRC --- Strategic Training Center
SUA --- Special Use Airspace
TE --- Test
T&E --- Test and Evaluation
TGT --- Target
TMDE --- Test, Measurement, and Diagnostic Equipment
TRANS --- Transportation
TRNG --- Training
TTRC --- Test and Training Range Complex
UFT --- Undergraduate Flying Training
UTTR --- Utah Test and Training Range
UPT --- Undergraduate Pilot Training
UTIL --- Utility
VMT --- Vehicle - Miles Traveled
VOC --- Volatile Organic Compounds
VR/IR --- Visual Route/Instrument Route
W/O --- Without
WSO --- Weapon Systems Officer
WX --- Weather

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